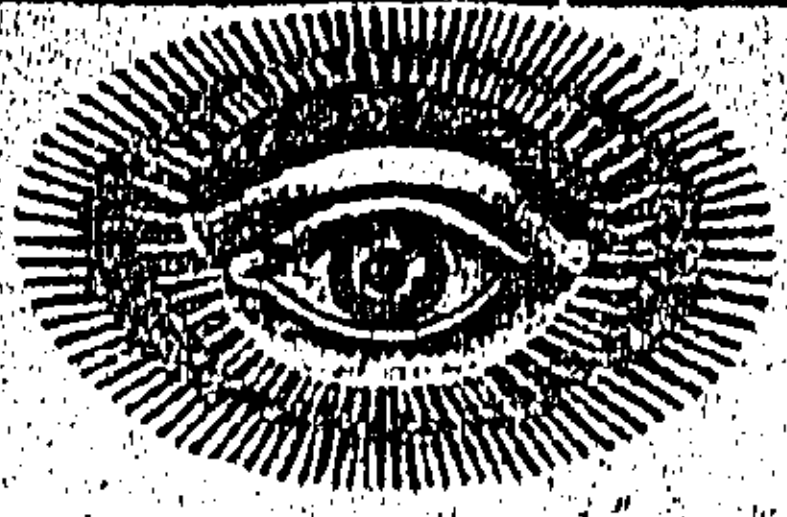




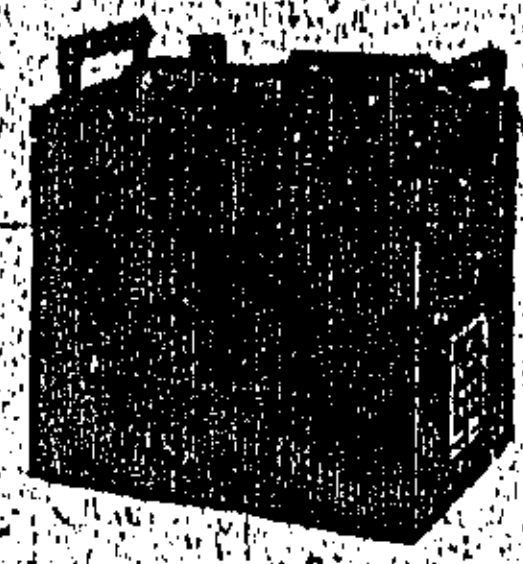
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The Hongkong Telegraph

POSTED BY 1881 拜禮 號三十月一十英港香 SATURDAY, NOVEMBER 13, 1926. 日九初月十



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R311A 6-volt Batteries.....\$30

THE DRAGON MOTOR CAR Co., Ltd.

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ANOTHER DARING PIRACY.

GUARD SHOT AND THROWN OVERBOARD.

FRENCH STEAMER TAKEN TO BIAS BAY.

CUSTOMS MONEY HAUL.

The French coastal steamer "Hanoi" is the latest victim of the Bias Bay gang of pirates. Boarding the vessel at Kwang Chow Wan, 26 Chinese later seized control of the vessel by overpowering the guards and officers, made a haul of the value of \$70,000 and, taking the vessel round to Bias Bay, got clear away in sampans.

The vessel came into Hongkong late last night and the Master, Captain Cruchot, reported that one Annamite Guard had been killed and his body thrown overboard, two Chinese members of the crew had been wounded, passengers robbed and \$50,000 in bullion, being transferred by the Customs from Pakhoi to Hongkong, had been stolen.

The only European passenger aboard was Mr. N. G. Beale, of the General Electric Company, who tells a graphic story of the affair.

Capt. Cruchot, who commands the Hanoi, in his report of the affair to the police, stated that he left Haiphong for this port on the 8th inst. When the steamer reached Kwang Chow Wan, it was boarded by 26 Chinese who later turned out to be pirates. From information gathered on board, it appears that these men were Hakkas, and it is believed that they were disbanded soldiers of General Chang Kwang Ming.

When off Nam Ping Island, 90 miles west of Gap Rock, a number of armed men suddenly appeared in various parts of the vessel, and quickly subdued the officers and guards. One Annamite guard who offered resistance was immediately shot and thrown overboard, and the pirates proceeded with the work of searching the passengers, officers and crew.

\$50,000 BULLION.

Whether the pirates had previous information that a considerable sum of money was being transferred from the Customs to the Hongkong and Shanghai Bank, is, of course, not known, but it is significant that the cargo was untouched, whereas bullion totalling about \$50,000 being sent by the Maritimes Customs at Pakhoi to the Hongkong and Shanghai Bank here (packed in two cases) was taken and the passengers and crew relieved of belongings to the value of about \$20,000. The cargo was not touched.

The ship's armoury, comprising 11 rifles, 10 revolvers and several thousand rounds of ammunition, were also taken away, and, as mentioned above, the pirates set a course for Bias Bay, where they abandoned the vessel, which was then brought on to Hongkong and a report of the occurrence made.

THE CASUALTIES.

We learn from other sources that there were four Annamite guards on the ship, in charge of a corporal, and that these were the first to be overcome by the pirates. The guard who was killed had two wounds in the head and two in the stomach, and after being despatched he was immediately thrown overboard.

Two members of the crew were wounded, one being shot through the top of the head and the other through the hip.

DESTROYER SIGHTED.

During the course of the voyage, after the pirates had control of the vessel, a British destroyer was sighted, but the Captain of the Hanoi was warned that if he made any signal he would be shot.

The Captain describes the pirates as being quite "gentlemanly" in their behaviour, and he states that the pirate chief at one time handed him a huge sum in Hongkong banknotes, but that this was later snatched from him by one of the other pirates.

EUROPEAN'S STORY.

MR. N. G. BEALE'S EXPERIENCE.

A graphic description of the piracy was this morning given to a Telegraph representative by Mr. N. G. Beale, of the General Electric Company, who was the only European passenger on board. He said he was treated with a certain amount of consideration by the leading pirate, but was seriously menaced by the more villainous members, one of whom hit the captain of the boat on the head with his revolver.

Mr. Beale said the boat left Haiphong and called at Pakhoi and Hoihow, after which they put in at Kwang Chow Wan, French territory, arriving at the latter place at 6 p.m. on the Wednesday. The boat did not leave until 4 o'clock on the following morning, and it would appear that the pirates followed the usual custom of boarding the boat as ordinary passengers at that place.

LEADERS TRAVEL FIRST-CLASS.

Mr. Beale had the "pleasure" of the company of the two pirate leaders, who booked as first-class passengers. These men, he explained, did not appear to belong to the lower class of Chinese, one wearing European clothes, and both appearing to be entirely at their ease and self-possessed. One of them could only speak a few words of English.

After the boat left Kwang Chow Wan, Mr. Beale was not feeling very well, owing to the sea being choppy and went to lie down on his bunk. Later, he went for a walk along the main deck, and, hearing a scuffle, he walked through a small alleyway between the engine room and the boiler house, and there he saw six or seven Chinese struggling. Thinking it was nothing serious he did not interfere, and he then went to the top deck, when he heard two shots. He then realized that something serious was happening, for he soon saw the pirates, who numbered between twenty and twenty-five, starting to rush about with revolvers, some of them having two.

OFFICERS SURPRISED.

It would appear that the pirates first threatened the Annamite guards, one of whom refused to give up his rifle, and was shot. (Continued on Page 16.)

HITCH IN PARLEY.

MORE EXPLANATIONS WANTED.

COAL DISPUTE PROBLEMS.

London, Nov. 12. The Miners' Delegate Conference adjourned for several hours to enable a deputation of the Executive in the meantime to obtain certain explanations regarding the Government's proposals. The deputation went to Downing Street to confer with Mr. Baldwin.

Later, Mr. Baldwin returned to the Delegate Conference, which decided to adjourn till ten o'clock to-morrow.

TYPED EXPLANATIONS.

Rugby, Nov. 12. The Conference of Miners' Delegates to-day heard from Mr. A. J. Cook, their Secretary, the terms of the draft agreement drawn up by the Government as a result of last night's prolonged conference, with the Miners' Executive.

There was considerable discussion as to the meaning of various points and the Conference adjourned while a deputation of the Executive sought from Colonel Lane Fox, Secretary for Mines, an elucidation of those points. Upon returning to the conference, the deputation reported the explanations which they had received, but it was considered advisable that the conference should adjourn until to-morrow morning to enable the explanations to be typed and distributed to the delegates.

THE OWNERS' POSITION.

There was an unexpected development in the situation during the day. On behalf of the coalowners, a statement was issued declaring that the draft settlement did not represent any agreement between the coalowners and the Government.

The following official statement was thereupon issued by the Government: "In order to prevent any possible misapprehension, the Government think it desirable to make it clear that the proposed terms of settlement to the Miners' Federation last night, though they were communicated to the President of the Coalowners' Association at the same time as to the Miners' Federation, do not represent an agreement with the colliery owners. But if they are accepted and carried out by the miners, the Government will proceed independently with the legislation proposed in them."

SUGGESTED CHAIRMAN.

It is understood that Sir William Plender, the well-known Chartered Accountant, is marked out to be the Chairman of the proposed National Tribunal. He has considerable knowledge of the working of the mining industry, having acted in somewhat similar capacities before.

FRENCH BUDGET.

TO TAKE PARLIAMENTARY PRECEDENCE.

Paris, Nov. 12. Parliament has re-assembled. The Chamber passed a vote of confidence in M. Poincaré's demand that the Budget for 1927 should be voted before any interpellations are considered.

RUSSO-TURKISH RELATIONS.

ARRIVAL OF RUSHDI BEY.

Odessa, Nov. 12. Full ceremonial was associated with the arrival of Rushdi Bey, who was cheered vociferously by large crowds.

ARMED RAID IN NEW TERRITORIES.

ROCKETS AS SIGNALS FOR HELP.

SHOTS EXCHANGED.

An occurrence of an unusual nature was indicated by the firing of Very lights and rockets at a late hour last night, in the vicinity of Castle Peak.

Shortly afterwards, shots were heard, and the nearest police station to observe this call for assistance immediately sent out all its available men to the scene, while the signal was passed on to other stations.

It transpired that an armed raid had been carried out by a gang of men who had provided themselves with torches and were armed with revolvers. They entered the hamlet of Tsing Shan Tsi, intimidated the inhabitants and from the principal hut made a haul of money and jewellery to the value of \$230. On leaving, they exchanged shots with the villagers.

The robbers ran towards the direction of Lung Ku-tan.

The Very lights and rockets had been provided by the police for the villagers, to be fired as a signal for assistance when required.

THE INTERPORT.

DICK HANCOCK UNABLE TO PLAY.

RAMSAY'S EARLY LET-OFF.

A surprise greeted early arrivals at the Hongkong Cricket Club, this morning when the interport cricket match, Hongkong against Shanghai, commenced in beautifully fine weather, it being announced that Mr. H. R. B. Hancock, the Hongkong captain, was unable to play. His place in the side was taken by Major L. J. Lightfoot, Mr. T. E. Pearce, captain of the team.

Mr. P. Madar, stood down from the Shanghai side.

The teams were:—Hongkong: T. E. Pearce (Captain), A. C. I. Bowker, Capt. A. G. Dobbie, F. O. Goodwin, A. W. Hayward, Major L. J. Lightfoot, Capt. E. W. Morris, H. Owen Hughes, H. V. Parker, A. W. Ramsay and E. B. Reed.

Shanghai: Capt. E. I. M. Barrett (Capt.), E. G. Barnes, D. C. Burn, M. J. Divecha, L. Goldman, J. A. Isaacs, D. W. Leach, W. Mansel Smith, Dr. H. H. Morris, Dr. W. E. O'Hara, and L. F. Stokes.

"Tam" Pearce won the toss and elected to bat first. The wicket was hard and fast.

A. W. Ramsay and A. W. Hayward opened for Hongkong, Isaacs bowling to the former from the Supreme Court end.

Ramsay was nearly out in the first over, Leach, fielding at silly mid-on, missing a sliker.

Hayward was batting with confidence and he late cut Mansel Smith for a boundary in the latter's first over.

The score at noon was 55 runs for three wickets. Hayward was out for 9, Ramsay 2 and Owen Hughes 1. Morris (not out 24) and Pearce (not out 19) were batting.

PRES. COOLIDGE'S SPEECH.

OPINION OF SENATORS.

Washington, Nov. 12. "Mighty good as far as it goes" was Senator Borah's comment on President Coolidge's speech at Kansas City.

On the contrary, Senator Bruce, a staunch supporter of American adherence to the World Court, declared that the Court would survive the President's funeral oration.

SOVIET PLANS.

HELPING CHINESE "REDS."

TO TAKE PEKING.

The Harbin correspondent of the N. C. Daily News writes:—Under the heading of "The Devil's Plans," the local White Organ *Rusky Slovo* gives some details of the contact of the Soviet Headquarters Staff with the Civil Warfare in China. In the year 1924 The Revolutionary Military Council of the U. S. S. R. established under their wing a secret strategical commission with special powers. Its object was to work out plans to assist friendly armed force—militant force sympathizing with the U. S. S. R. as "tactic helpers." This commission of specialists had its agents at such centres in order to give expert advice. Thus it is that active assistance has been given to Feng Yu-hsiang and to the Canton Government.

HELP FOR CANTON.

Whenever the situation was favourable Soviet consultants were sent to the seats of activity, as for instance at Canton where military experts were furnished who are now with the Southern Army which has made its way into Central China. The Commission also gave its advisors to Feng Yu-hsiang, but these proved to be bad military leaders, for Moscow opinion was that they should have secured a victory over Marshals Chang and Wu, being able to make use of the many enemies of the latter. Instead of this they lost the campaign, gave Peking to the Allied forces and placed the National Army in a most difficult position.

THE NEW PLANS.

The special commission of the Military Revolutionary Council of the U. S. S. R. have now worked out a new plan for active operations in China, and this has been approved by the above-mentioned Council. The new plan is divided up into the following parts:

- (1) To make it possible for the Canton Army to advance north and to reorganize Feng's army West of Peking so that its position is improved.
- (2) With the advance of the Canton Army northwards, to see that the latter gets hold of important strategical positions in Central China.
- (3) With the reorganizing of Feng's army to bring it from its present position and to march in a south-east direction.
- (4) To unite Feng's and the Canton armies and cause the routing of Marshal Wu's army.
- (5) To bring Red troops to the frontiers of Manchuria so as to give the possibility of their joining up with the Canton and Feng armies against Marshal Chang's army. To free China from the armies of Marshal Chang and Wu and take both Peking and Shanghai.

FENG'S RETURN.

The first three parts of the above plans have already been successfully fulfilled. Feng, with a big entourage of experts has returned to his army from Moscow, in order to bring to life the plans worked out by the Moscow Council directing affairs, whilst Soviet Missions of Military experts have arrived at Urga, Chita and Vladivostok.

It is extremely doubtful however, that the last part of the Soviet plans will be realized, no matter how much assistance the Canton and Nationalist armies are given for many factors which count so much in China have been totally ignored by Moscow when working out this programme of hers.

TO-DAY.

Dollar on demand 1/11 1/16
Lighting-up 5.41 p.m.

Bulls and Innards

From the Office Butts.

The motor lorry driver who said he was in a hurry because he was giving the right of way to a government engaged by the P.W.D. will go in history as the Colony's to find it.

A London lecturer recently states that married men live giving the right of way to bachelors. It only seems longer.

Whilst yeast makes the loaf work, no leaven has yet been discovered for the loaf.

In these troublous days, it may do some folk good to know that a really serious mistake is one from which nothing is learned.

Talking of rents and cost of living, the trouble locally is that there is no such animal as the "average resident."

Hongkong may be interested to learn that rain-making experiments which were recently to have been carried out in America had to be postponed on account of rain.

Many a man who once expected his name to appear in "Who's Who" now feels satisfied if he is financially able to get it in the Telephone Directory.

A doctor states that the percentage of women operated on for appendicitis is very small. Suppose the trouble is that they can't grow another one if fashions change.

Overheard on the Kowloon Ferry one recent windy morning. "Those 'Hermes' fellows could no more fly in this weather a few years ago than fly!"

One advantage of wearing a shabby hat is that the cloakroom boy can't possibly expect a tip.

In Montreal a Mr. Drake sued for divorce because his wife threw things at his head. Why didn't Drake duck?

Nowadays, if you are well acquainted with a girl, it is correct to say that you have known her ever since she was in long dresses.

The difference between some landlords and pirates is that the latter do not give receipts.

"The Sphinx" is now almost entirely visible on account of recent excavations, states a Cairo newspaper. This indicates that the sex is feminine.

U. S. Savings Bank statistics show that more people have been preparing for "a rainy day" since the country went dry.

Local watchmakers are said to be doing more business, but all the same, they seem to have a lot of time on their hands.

He's a wise man who lives up to and not on his reputation.

A big merger of dairies has been effected in America. A regular condensed milk affair.

In some of these modern flats there isn't even room enough for complaint.

The Moros are sending another mission to the United States. They evidently believe that two head-hunters are better than one.

The trouble with so many Hongkong Government schemes seems to be that they are mostly waits and measures.

If we want a bit of real excitement, why not an interport chess match by radio?

Manila's recent earthquake threatened the City Hall. But Hongkong is not quite so lucky.

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Four boys broke into a theatre, in America they don't know jumped on the piano, smashed the whether the recent election went drum and played the violins.

"wet" or "dry." All the same, a lot of well-known candidates got soaked.

People outside were under the impression that the band was rehearsing a new jazz selection.

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Hongkong.**COAL HOPES.****GOVERNMENT'S DRAFT
AGREEMENT.**

Rugby, November 12.
The negotiations between the Cabinet Coal Committee and the Miners' Executive continued until after three this morning, when they were adjourned.

The Executive are submitting to the Miners' Delegates Conference to-day a draft agreement drawn up by the Government. The terms of this document provide that the Miners' Federation shall promote an immediate resumption of work by district settlements, the hours of working not to be excluded from the negotiations. Wages will be paid temporarily at the general rate prevailing before the dispute in all districts other than Northumberland, Durham, Cumberland and North Wales, and substance wages will also be preserved. The owners will immediately appoint a joint sub-committee on transfer prices. Workmen will be reinstated as opportunity offers, without prejudice to men now working.

District negotiations will secure the standard agreements remaining in force for at least three years, and the establishment of district boards with independent chairman to regulate the percentages, ascertainment of proceeds, etc. After the Federation has done its utmost to obtain a resumption of work the Government will introduce legislation establishing a national arbitral authority to hear appeals against any agreement which did not comply with the standard provisions, and which involved a working day longer than seven hours. This authority will be appointed by the Minister of Labour from members of the industrial court, having no connection with the coal industry, and will be assisted by two assessors, one appointed by each of the parties to the appeal. This tribunal will last for six months only, so that the points at issue must be settled speedily.

If the miners accept the terms offered, the Government will no doubt introduce a parliamentary measure during the next few days to give effect to its pledges. It is not doubted that this could rapidly be passed into law.—*British Wireless.*

Three Years Agreement.

London, Nov. 12.
The coal conference adjourned at three o'clock this morning. The Government handed the Miners' Executive the complete proposals for a settlement which is in substance the Government's last word, though alterations in form are expected. The Miners' Executive has not indicated whether it is prepared to recommend the terms to its delegate conference.

The Government memorandum contains the following:
Firstly, the Miners' Federation will do its utmost to promote the immediate resumption of work by means of district settlements.

Secondly, the owners offer in every district with the exception of Northumberland, Durham, Cumberland and North Wales to pay temporarily the general district percentage on a basis of rates not less than those prevailing on April 30.

Thirdly, the owners are ready to appoint in each district a special joint sub-committee on the transfer of prices.

Fourthly, permanent district agreements embodying the general principles shall be considered "standard" agreements of principles and include District Boards with an independent chairman.

The periodical determination of trading results and industry by reference of any points arising therefrom to the chairman of the District Board.

The periodical regulation of the district percentage in order to allocate between 85 to 87 per cent of the profits to the owners, and 13 to 15 per cent to the miners.

A subsistence wage to low paid day wage men at a rate to be deter-

B. B. C.'S SUCCESSORS.**TERMS OF THE NEW
WORKING.**

Rugby, Nov. 12.
The terms of the Royal Charter which invests the British Broadcasting Commission with powers to take over the wireless telephony service from the British Broadcasting Company on January 1st, declares that the main object of the Commission is the development of the present service.

Provision is made for the Commission to collect news on current events in any part of the world, and a limited form of advertising confined to publishers is to be permitted. The Commission at its own expense must broadcast any matter which the Government may require.

The financial terms provide that the Postmaster General will hand over ninety per cent of the revenue from the first million licences, eighty per cent from the second million, seventy per cent of the third million, and sixty per cent of all additional licences. From such sums, 12½ per cent will be deducted for collection.—*British Wireless.*

ROUSING FAREWELL.**CROWD CHEERS ITSELF
HOARSE.**

Kansas City, Nov. 12.
A large crowd cheered farewell to President Coolidge on his way to Washington. This enthusiasm was partly due to the great impression made by his speech earlier, at the conclusion of which the crowd of 150,000 cheered themselves hoarse.—*Reuter's American Service.*

mined after Jan. 31, 1927 by the District Board.

The agreement is to have a duration of at least three years without prejudice to variation by agreement between the parties thereto.

Fifthly, the Government undertakes to introduce legislation whereby all agreements other than standard may be subject to appeal by either party to a National arbitral authority if on the basis of a longer working day than that prevailing in April.

Sixthly, the arbitral authority which shall be established for a period of six months shall consist of members of an industrial court unconnected with the mining industry, assisted by two assessors, one appointed by each appealing.

Seventhly, the Government shall take steps to enforce the provisions of the Mining Industry Act of 1926 relating to recruitment.

Coalowners Obstructive?

Later.
How difficult a coal settlement is still likely to prove is shown in a statement issued at noon on behalf of the coalowners, declaring that "the so-called terms of settlement published in the press this morning were not seen by them until they saw it in the morning papers, that it does not represent any agreement between the coalowners and the Government, and that the statements contained therein attributed to the coalowners are incorrect." It is a fact that Mr. Evan Williams, Sir Adam Nimmo, and Mr. W. A. Lee were called in consultation on behalf of the coalowners last night, and the memorandum for a settlement was afterwards issued by Sir L. Worthington Evans, a member of the Cabinet's coal committee. According to the lobbyists it is freely stated in the lobby that if the coalowners advanced difficulties about the proposed tribunal prejudicing peace, the Government would introduce legislation in the matter.—*Reuter.*

U. S. AND MEXICO.**THREAT TO WITHDRAW
RECOGNITION.**

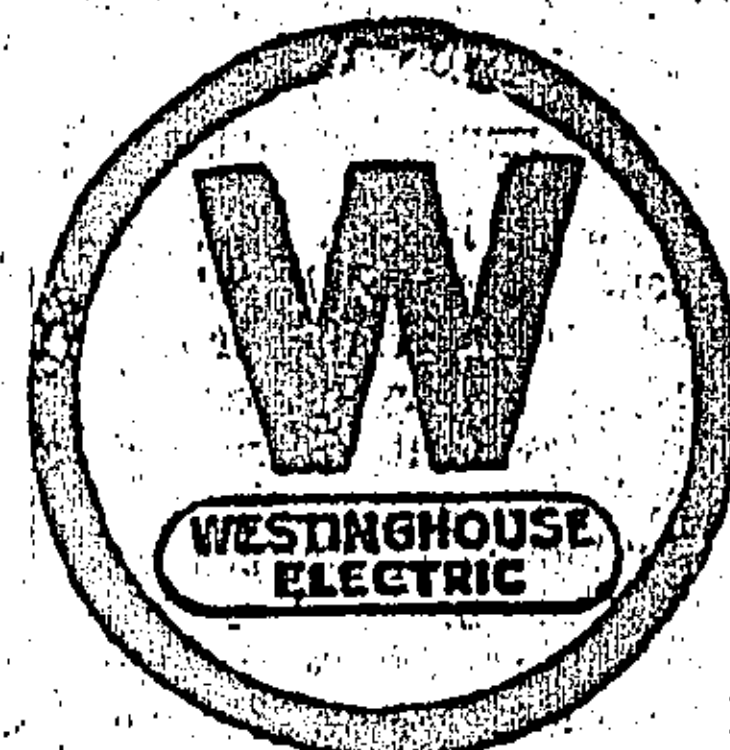
Washington, Nov. 12.
The State Department has sent another stiff note to Mexico, which according to the newspapers, while not an ultimatum, approaches closely thereto.
It virtually demands that President Calles carry out the agreement to revise the oil land laws or American recognition will be withdrawn.—*Reuter's American Service.*

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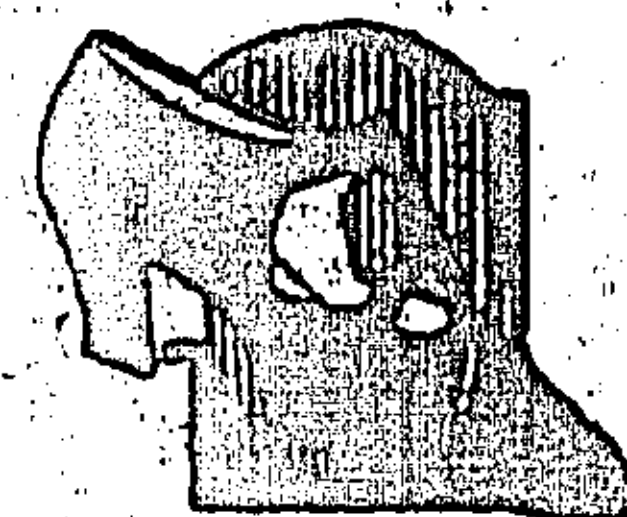
liverish, bilious or headachy take a little dose at night and you'll be better in the morning. Of chemists everywhere, or post free 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kings Road, Shanghai.

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the latest refinements

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MESSIAH—Let us Break Their Bonds (Handel)
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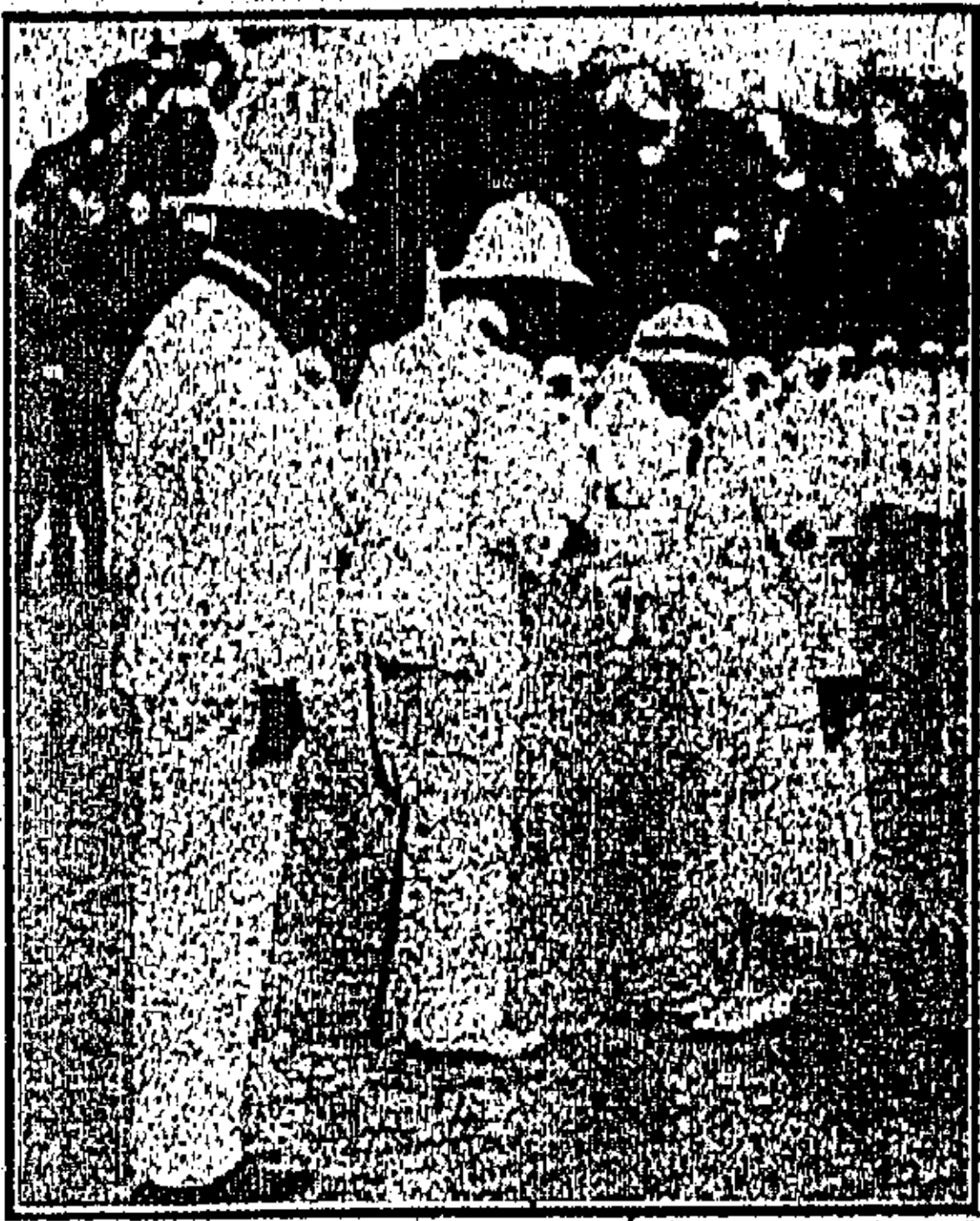
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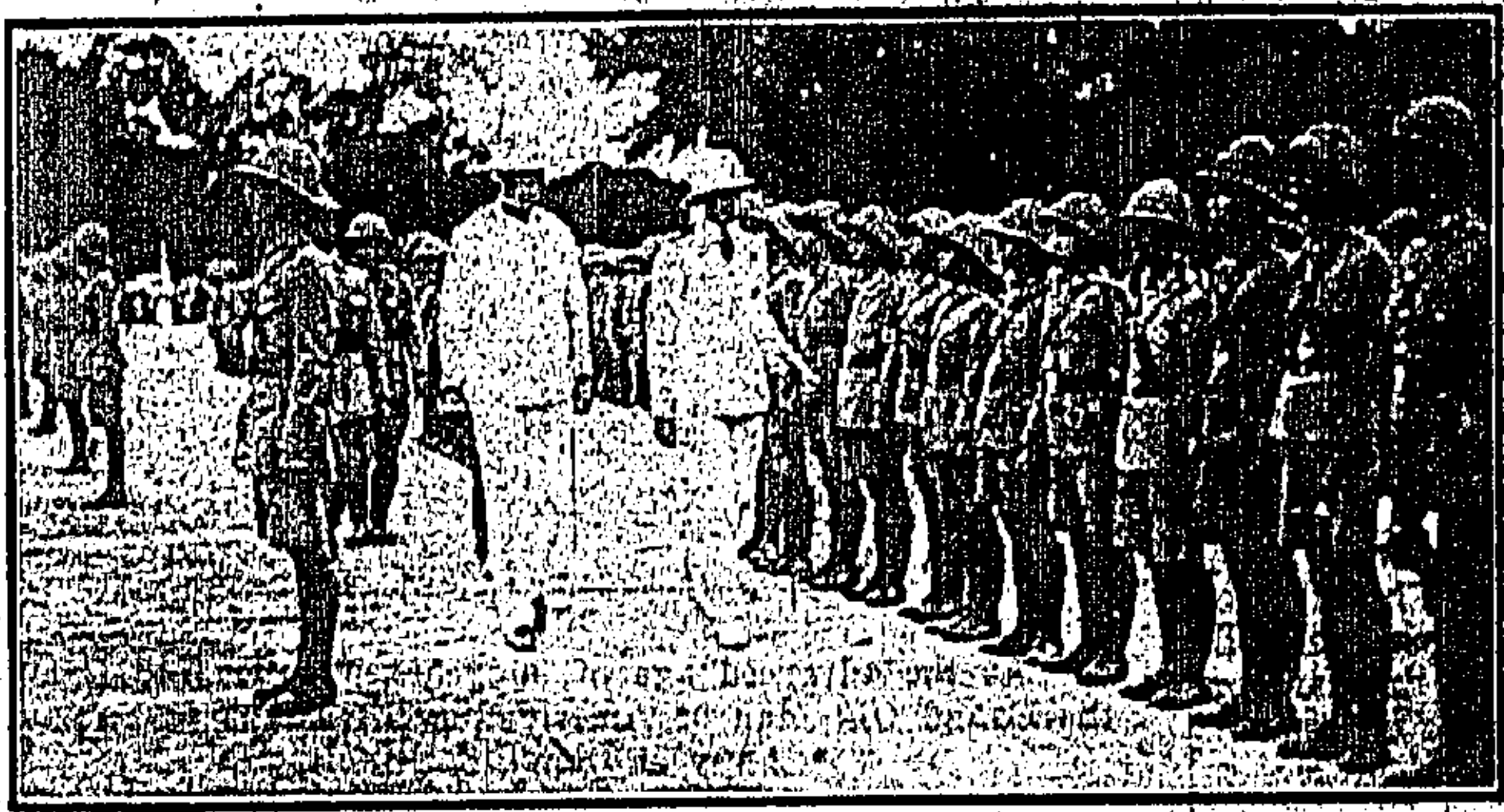
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TEL. 52 Onetral)**Take her to the Pictures!**

If you would see your children grow stronger each day—become rosy, plump and full of life—try SCOTT'S Emulsion, the mother's friend! Ask for SCOTT'S EMULSION

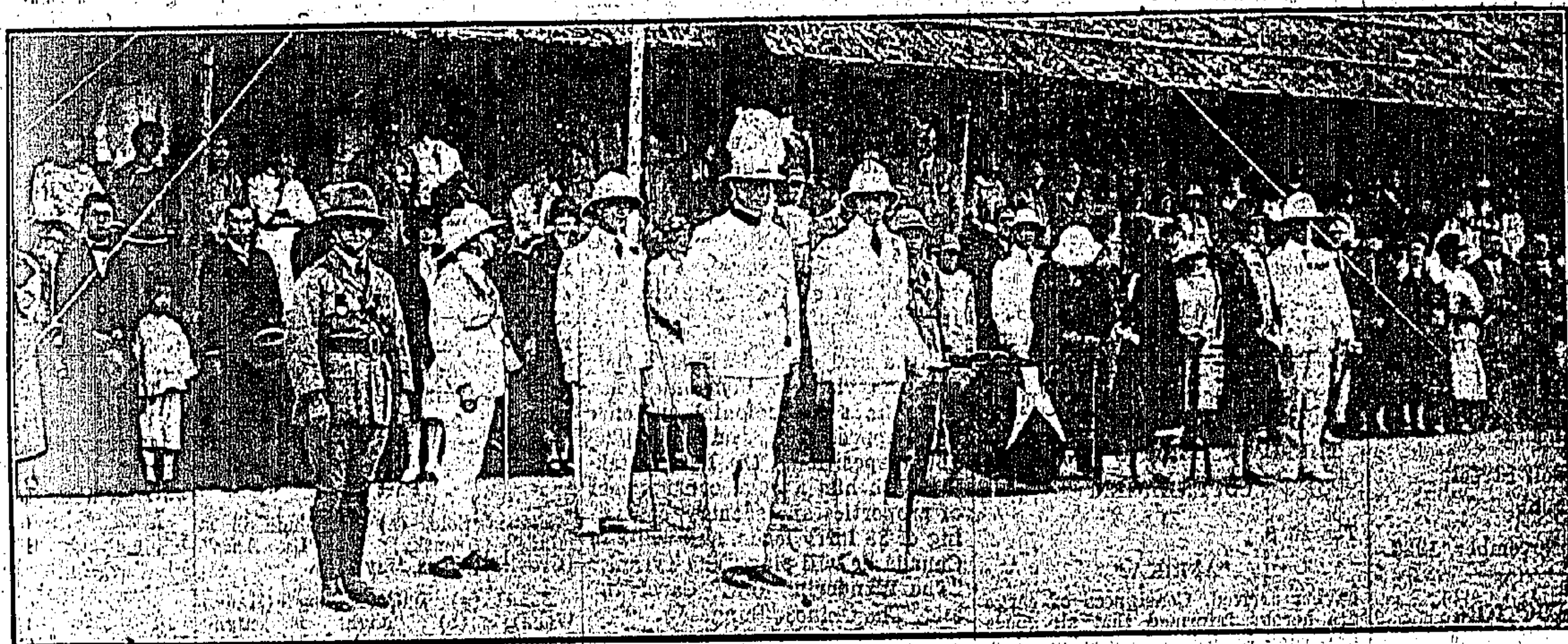
SALESMAN SAM**Up to His Old Tricks****By Swan**



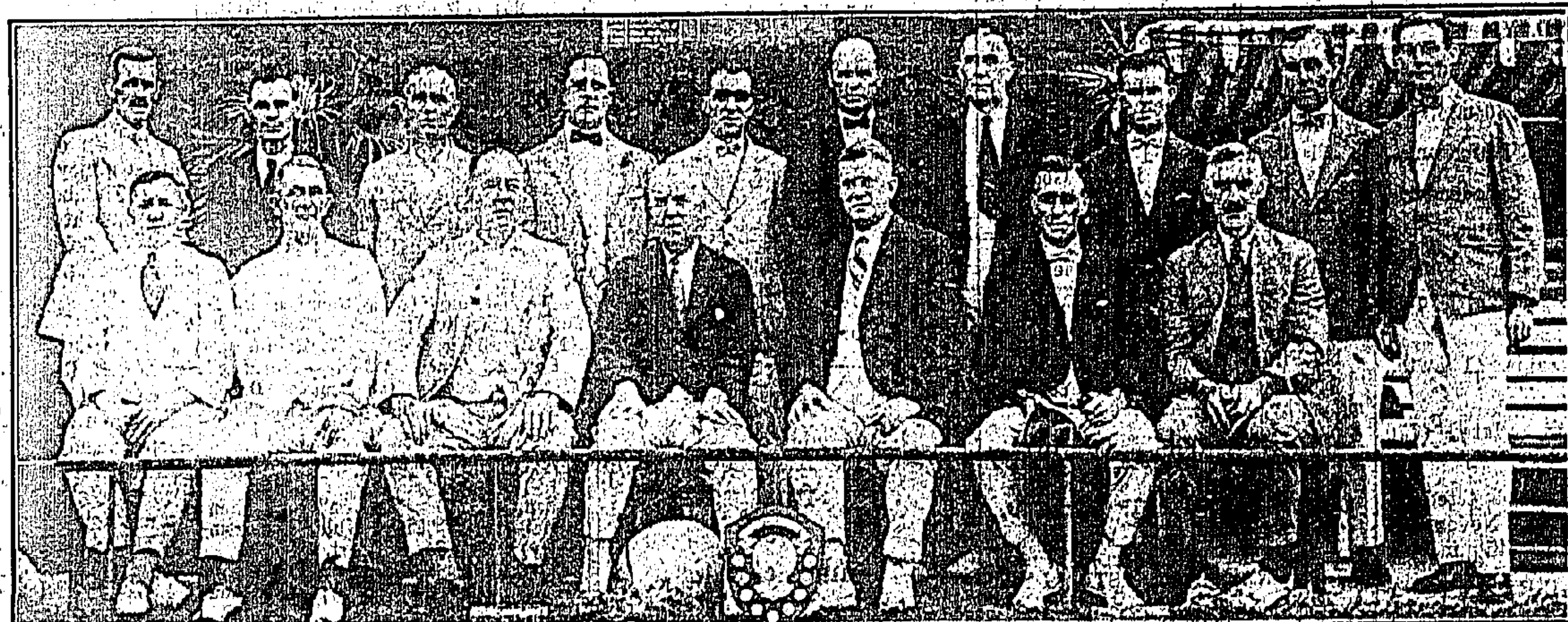
These pictures taken at Monday's investiture on Murray Parade Ground show (left) Surgeon Minnett being received by Prince George, (centre) H. E. the Governor saluting the Prince, and (right) the Prince receiving Surgeon Hickling. (Photos: Ming Yuen and A. Fong.)



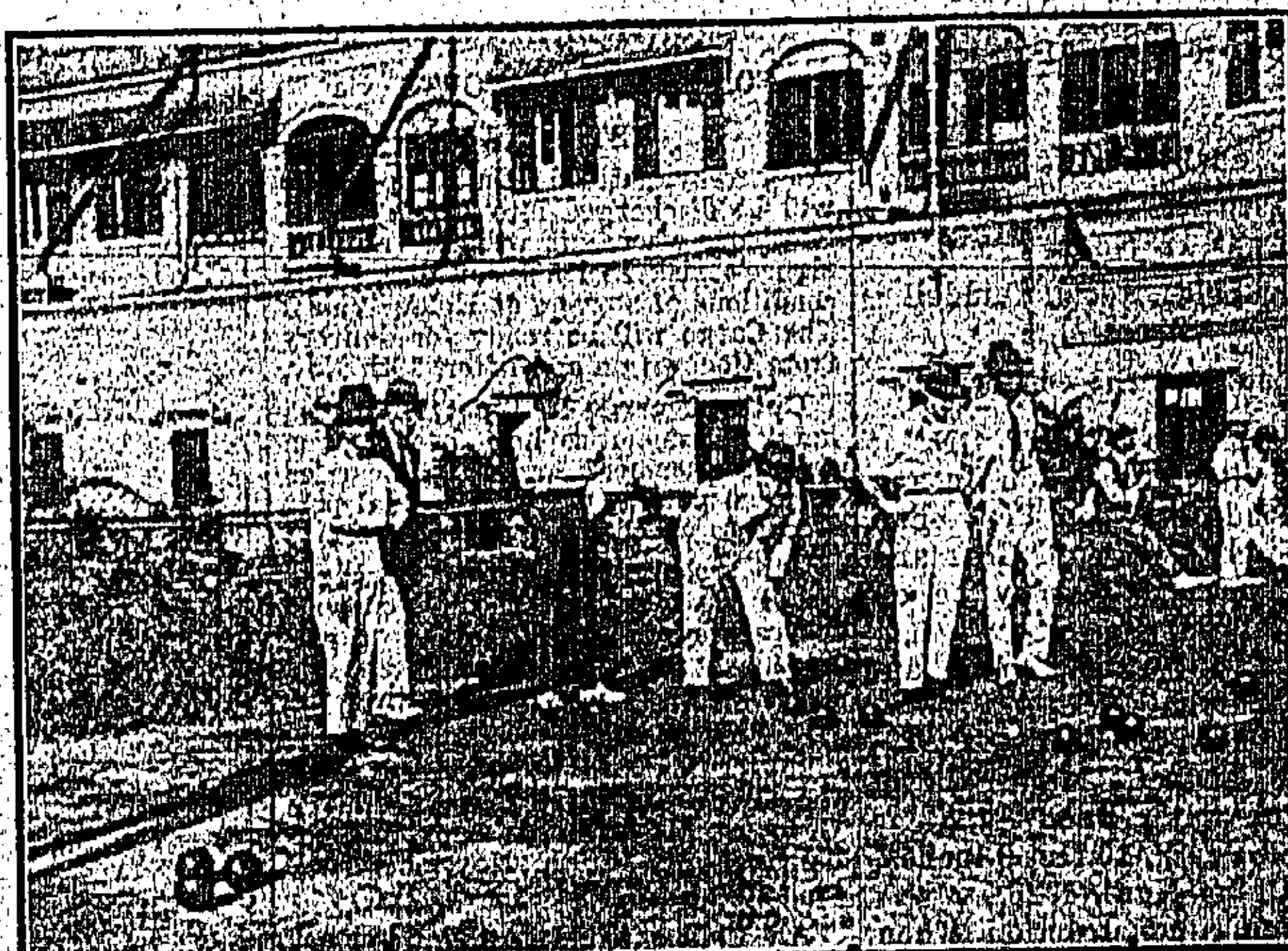
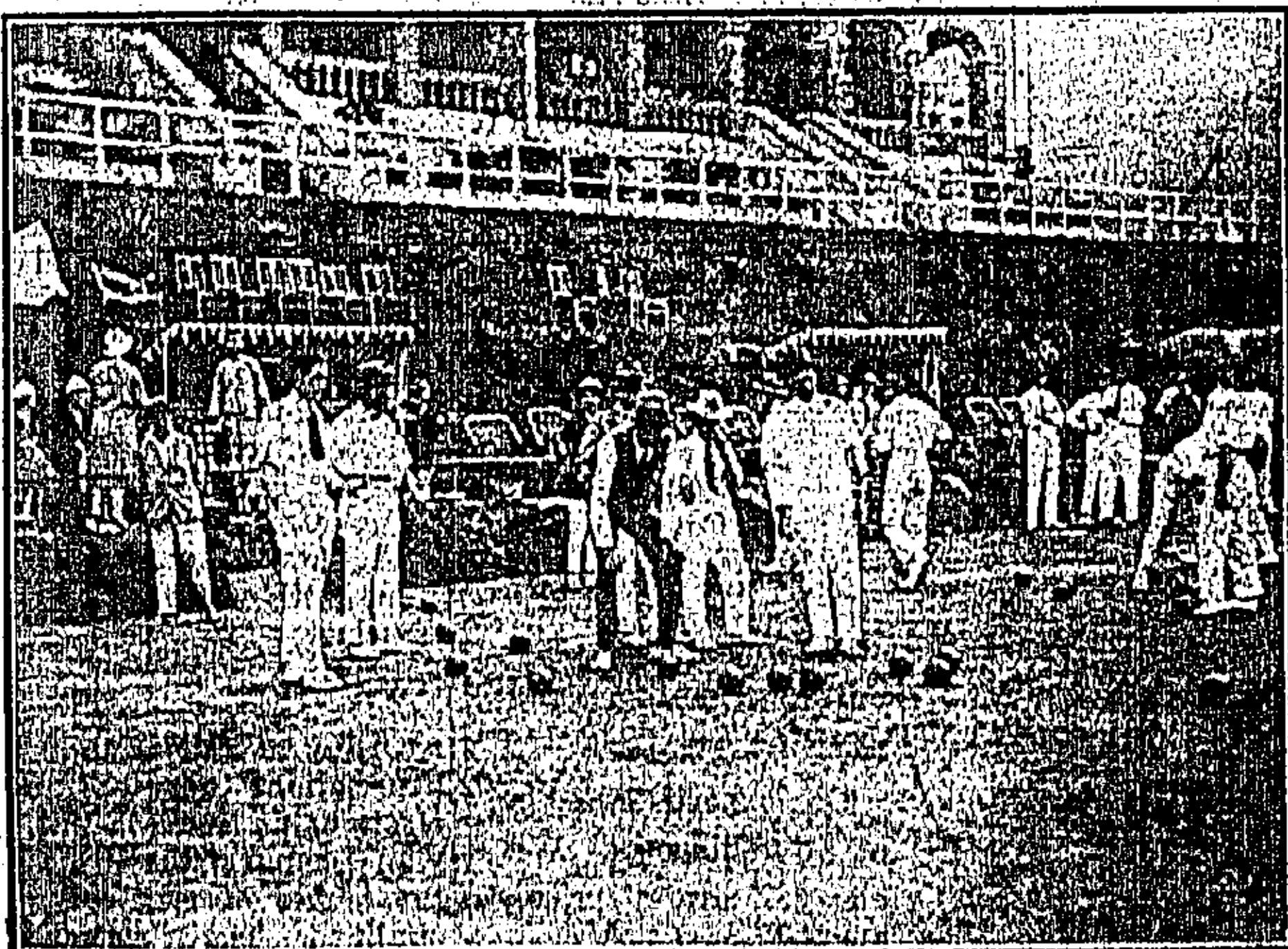
At left: Prince George inspecting the St. John's Ambulance Brigade; and at right, the march past. (Photos: Mee Cheung and Ming Yuen.)



Prince George and H. E. the Governor at the saluting base at Monday's investiture. (Photo: Ming Yuen.)



The bowls team of the Taikoo Recreation Club, this year's League Champions. (Photo: Mee Cheung.)



Photos of bowls play taken at the Closing Day match at the Taikoo Recreation Club. (Photos: Mee Cheung.)

UNDERWEAR
Vests, Pants, Drawers and Combinations

No detail of a man's wardrobe more handsomely repays wise choosing than does his underwear, yet, as all underwear looks more or less alike, men are compelled to take it up on trust.

The underwear we offer is fully guaranteed.

WE ALLOW 10% DISCOUNT FOR CASH.

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MEN'S WEAR SPECIALISTS
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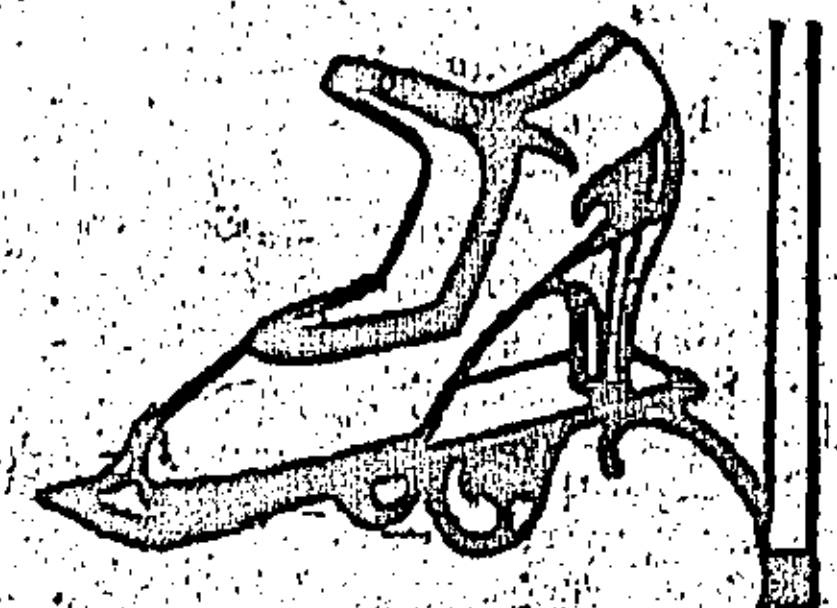
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DESIGNED BY US OR MADE UP
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CHINA BUILDING BASEMENT
Entrance Facing QUEEN'S THEATRE
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ROYAL & CO.

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All styles made to order.
Dancing Shoes a Speciality.
Shoes re-covered in all colours, fabrics and leathers.
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When buying Toilet requisites and articles for personal use, one wishes to be very sure that they are of the highest quality and of undoubted purity and freshness.

The Queen's Dispensary.

guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

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WHITEAWAY'S FOR XMAS CARDS & CALENDARS - AND - PARTY NOVELTIES

Single Cards

A splendid selection of Single Cards.
15c. 20c. 30c. 40c. 60c. 75c. and \$1.00 with Envelopes to fit.

Caleendars

Novel, Artistic and Up-to-date \$1.00 \$1.25 \$1.50 & \$1.75

Photographic Mounts

Very useful for using your own photos as Xmas cards. All sizes from V. P. Kodak to Postcard. 40c. to \$1.00 pkt.

Autograph Cards

These plain cards, neatly printed are very popular. Six cards in box with envelopes to fit. Price 75c. and \$1.00

Menu & Guest Cards

These are just the thing for the Xmas parties. Done up in Boxes Containing six blank Menus and 12 Guest Cards. Price \$1.00 Box

Invitation Cards

For party, at home or dancing, just right for the Xmas Season each box contains 12 Cards and Envelopes. Price \$1.00 Box

TOY TOWN IS NOW OPEN
WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)
The following replies are available in collection—

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 526, 32, 38, 72, 80, 88, 102, 107.

WANTED.

WANTED.—Nurse for boy of 3 years. Apply Mrs. Mackintosh, 270, The Peak.

FOUND.

BLACK AND TAN TERRIER. "PETER." Apply Royal H.K. Golf Club Office or Deep Water Bay.

MOTOR CARS ETC.

FOR SALE.—Harley Davidson Combination (1923 Model). Machine in good running condition. Price \$350.00. Apply Box No. 107, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE.—JUST ARRIVED per s.s. Calulu from Australia. Horses suitable for Jumping, Polo and Hacking. Milch cows, Chickens and a fine assortment of Bull-dogs, Airedales, Pointers, Gordon Setters, Fox hounds and Pomeranians. For inspection and purchase on board. For further particulars. Apply Fred Kew & Co., Tel. C.732.

PREMISES TO LET.

TO LET.—One European Flat Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—A three roomed European Flat on top floor of No. 14, Conduit Road. Apply to H. M. H. Nemaze.

COMMERCIOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

COMMERCIOUS Ground Floors of Nos. 16, 18 & 17, Connaught Road C., and First Floor of No. 16, Next P. and O. Bldg. Suitable for shipping offices. Apply S. K. Trust Ltd., 29, Connaught Road C.

TO LET.—"Stowford No. 2," 46, Bonham Road, three stories, six rooms, five bath rooms, kitchen, servants' quarters, recently repaired and renovated. Apply DEACONS, Prince Building.

TO LET.—14 Knutsford Terrace, Kowloon, with tennis court, 1 small & 4 large rooms, 2 bath-rooms, 2 kitchens & servants' quarters. Recently repaired. Apply See Koon Chi, Bank of Canton Building.

TO LET.—Houses and Lands for sale. Mortgages arranged. Flats and Houses vacant; we have good tenants immediately available for other houses and flats in suitable localities. See ads. in S. C. M. P. and Daily Press. Small Investors Tel. C.4630.

TO LET.—Furnished from 1st March, 1927, for 10 Months. A very desirable four room top flat in "Armend Buildings," Kowloon. European bathroom, flush system, good kitchen, and servants' quarters. Apply Box No. 110, care of "Hongkong Telegraph."

10 DAYS' EXHIBITION of PICTURES

at Messrs. KOMOR & KOMOR Commencing on Monday, 1st November.

OIL PAINTINGS

by Royal Academy Artists of Europe: Knapthorpe, Allbert, Rollin, Wagner, Dohalok, etc., etc.

WATER COLOURS

by the foremost Artists of Japan: Baske, Torachi, Kano, Yokouchi, Yamamoto, Kobayashi, etc., etc. The prices of Water Colours range from \$2.00 to \$36.00 each; guaranteed by Messrs. Komor and Komor to be all genuine. They should make admirable Christmas and Wedding Presents.

Exhibition open from 9 a.m. to 5 p.m.

for 10 days only

KOMOR & KOMOR

Art & Caricature Experts, St. George's Building.

NEW ADVERTISEMENTS.

ST. GEORGE'S SOCIETY.

Will members who have not answered circular in connection with proposed St. George's Ball, kindly do so without further delay in order that the Committee may arrive at a decision.

ST. STEPHEN'S COLLEGE.

Prospect Place, Bonham Road.

The new School Year begins December 13. Entrance Examination for New Boys, Saturday, December 11th at 9.30 a.m. For prospectus, for-boards and day-boys, apply

ST. STEPHEN'S COLLEGE, Prospect Place.

"MACAO."

GREAT INDUSTRIAL FAIR FOR ONE MONTH.

Opens on the 7th November. Closes on the 6th December. Besides the exhibition of industrial products there will be every variety of amusements such as Merry-go-rounds, Hawaiian dances, Chinese theatre, Cinema, recreation pond, etc.

Motor-busses, taxis running from every point of Macao to the Fair. Ten thousand electric lamps illumination!!! Five cents entrance fee.

IN THE SUPREME COURT OF HONGKONG.

In the matter of the Companies Ordinance 1911 and

In the matter of the Kwong Chow Hotel Co., Ltd. Winding Up Order made the 8th day of November, 1926.

Date and place of First Meeting: Creditors, 22nd day of November, 1926, at 10.00 o'clock in the forenoon at the Official Receiver's Office.

Contributors, 22nd day of November, 1926, at 10.30 o'clock in the forenoon at the Official Receiver's Office.

D. W. TRATMAN, Official Receiver and Provisional Liquidator. Dated the 10th day of Nov., 1926.

CHURCH SERVICES.

A CHANGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road, Tram Station. Sunday Service: at 11.15 a.m. Subject: "Mortals and Immortals." Wednesday: Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday: 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Services and visit the Reading Room.

St. John's Cathedral, Hongkong.—November 14th, 1926. 24th Sunday after Trinity. Holy Communion (8 a.m.) Sunday School (10 a.m.) Matins (11 a.m.) Preacher: Rev. H. Copley Moyle. Evensong (6 p.m.) Preacher: Rev. G. T. Waldegrave.

DANCING

A DANCE

will be held at the

Palace Hotel

Kowloon

on

SATURDAY NIGHT

the 15th November at 9 p.m.

The Black & White

Syncopated Orchestra

will be in attendance.

with all the latest jazz music.

Ladies are cordially invited.



LAMMERT'S AUCTIONS

PARTICULARS AND CONDITIONS OF SALE

of the

VALUABLE LEASEHOLD

PROPERTY.

situate at

Victoria in the Colony of Hongkong.

and

Registered in the Land Office as Section C of Inland Lot No. 151 together with the Dwelling House and Shop thereon known as

No. 6, Prince's Terrace

to be sold

By Order of the Mortgagees

by

PUBLIC AUCTION.

on MONDAY,

the 15th day of November, 1926,

at 3 o'clock p.m.

at their Sales Rooms, 8, Duddell Street, Victoria, Hongkong.

by

Messrs. LAMMERT BROS.

The property consists of:—

All that piece or parcel of ground registered in the Land Office as Section C of Inland Lot No. 151 together with all messuages or tenements erections and buildings known at the date hereof as No. 6, Prince's Terrace, Victoria, aforesaid, and the rights of way (if any) easements and appurtenances thereto belonging and all the estate and interest of the Mortgagor in and to the said premises.

Annual Crown Rent \$5.50 Term 75 years with Extension for 924 years. For further particulars

apply to:—

Messrs. WILKINSON & GRIST,

Mortgagees' Solicitors,

or to

Messrs. LAMMERT BROS.,

Auctioneers.

No. 8, Duddell Street,

Hongkong, 5th November, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 15th November, 1926,

commencing at 10.30 a.m.

at H.M. Naval Yard, Hongkong.

(for account of the concerned.)

Old Lead Battery Plates, 39

tons.

Old Lead Ingots, 1 ton, 2 qts.,

4 lbs.

Old Copper Inferior, 11 cwts.,

2 qts., 12 lbs.

Brass Nuts Lead Plated (750

No.), 4 cwts., 2 lbs.

The above may be inspected on

Saturday, the 13th November,

1926, from 9 a.m. to 11.45 a.m.

LAMMERT BROS.,

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on FRIDAY,

the 19th November, 1926,

at 12 Noon.

at their Sales Room, Duddell

Street.

(for account of the concerned.)

The Steamship "YUET ON," as she now lies wrecked on Cheung Chau Island (between Peng-chau and Kau-l-chau with all Gear and Appurtenances that may be on board.

Tonnage, 1070 tons, gross approximately.

Length, B. P. 185 feet.

Breadth, 32 feet. Main deck 29

feet on water line.

Moulded Depth, 10 feet 9 inches.

Built, Ching Ngai, 1926.

Ship under construction when wrecked.

Terms:—50% of Purchase

Money to be paid to the Under-

signed on Fall of Hammer.

LAMMERT BROS.,

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HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS. IMPORTERS, EXPORTERS & GENERAL BROKERS.

CHINA AUCTION ROOMS.

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If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

LAMMERT'S AUCTIONS.

PUBLIC AUCTION.

The Undersigned have received instructions from Mr. John Fleming, Special Manager of The Russo-Asiatic Bank in Liquidation to sell by Public Auction,

on THURSDAY,

the 18th November, 1926,

commencing at 11 a.m.

at No. 402, The Peak.

A Quantity of Valuable Household Furniture.

Comprising:—

Teak hatstand, Couch, armchair, Teak Bookcase, Teak extension dining table, Dining chairs, Teak sideboard, Glass Cabinet, Silverware, E. P. Ware, Crockery, etc., etc.

Bedsteads, Teak Wardrobes, Dressing tables, Washstand, Teak chest-of-drawers, Linen cupboard, etc.

also

A Quantity of Blackwood-ware.

Catalogues will be issued. On view from Wednesday the 17th November, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

CONSIGNEE NOTICES.

THE EAST ASIATIC CO. LTD.

COPENHAGEN.

The M. S.

"AFRIKA"

having arrived. Consignees of cargo are hereby informed that all goods are being landed and placed at their disposal in the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co. Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 18th of November, 1926 at 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson and Ashe on the 17th of November, 1926, at 10 a.m.

All claims against the vessel must be presented to the Undersigned before the 22nd of November, 1926, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by.

JOHN MANNERS & CO. LTD.

OCEAN STEAM SHIP CO., LTD.

and

CHINA MUTUAL STEAM

NAVIGATION CO. LTD.

Consignees per Company's Steamer

"DARDANUS"

From UNITED KINGDOM and

CONTINENTAL PORTS via

STRAITS

are hereby notified that the cargo will be discharged into H.M. Wharf Kowloon, where it will lie at Consignee's risk and subject to the conditions of storage at H.M. Wharf. The Cargo will be ready for delivery from Godown on and after 18th Nov.

Optional cargo will not be landed here unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godowns, and all Goods remaining undelivered after 19th November will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd December they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE Agents.

Hongkong, 18th November 1926.

MR. MATHESON LANG'S CANADIAN TOUR.

IMPORTANCE OF TRAVEL FOR YOUNG ACTORS.

Mr. Matheson Lang is a staunch adherent to the policy of theatrical artists touring abroad while they are still in the hey-day of their prime. Mr. Lang last month sailed with his company from Liverpool for Montreal for a six-months' tour of Canada, where he will introduce several of the dramas which have been a big success at Home.

Incidentally, his visit will be somewhat in the nature of a "homecoming" for him, for he was born in Montreal; but, although he has travelled practically all over the world he has never returned to the land of his birth since his father, a Scottish Presbyterian minister, took him back to Scotland when three years old. Matheson Lang was the youngest of seven children, all of whom were born in the Dominion.

He is particularly anxious to stress the importance of theatrical "stars" travelling while still young.

What Colonials Want.

Colonials, he said, were very sensitive about it. They do not like the policy of theatrical folk going to them when they are on the wane and ready for retirement. Even the born colonial prefers to think of the Mother Country as "Home," and he is always craving to have the same opportunities of enjoying both artists and their productions while they are at their zenith.

When Mr. Lang was in Australia he happened to speak to one of his hosts about the pending visit of a famous actor and his company.

He was, however, somewhat surprised at the reply. "What?" said his host, "the old 'crooks'? We want them when they are at their best, not when they have one foot in the grave."

Keen and critical though they are of visiting companies, Mr. Lang finds the colonial audience very appreciative and of a likeable disposition. Mr. Lang is taking with him a huge consignment of properties and scenery, consisting of 23 lorry loads, and while in Canada he will play "The Tyrant," "The Wandering Jew," "Carnival," and "The Chinese Bungalow."

METALS

of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

SINGON & CO.

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CHINESE OPTICAL CO.

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Manufacturing

Crookes Glasses

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Bifocals.

Toric Lenses.

Sun Glasses

37, Queen's Road, Central.

"UNCLE JOE" CANNON DIES.



At the advanced age of 90 years, "Uncle Joe" Cannon, the Grand Old Man of American politics, has just passed away at Danville, Illinois.

PUPILS' CONCERT.

AN ENJOYABLE PROGRAMME.

The pupils of Mr. Frederick Mason, A.R.C.O., L.T.C.L., the organist of St. John's Cathedral, gave a most enjoyable programme in the Cathedral Hall last night. There was a large response to the invitations sent out, and all present much appreciated the excellence of the vocal and instrumental items, those taking part showing that they had been admirably trained by their teacher. The full programme was as follows:

Part I.

Piano Solo, (a) "Prelude in F minor" (Arensky); (b) "Les Anes" (Grovez); Miss May Ung.

Songs, (a) "Daffodil Song" (Hady Wood); (b) "Night is high" (Montague Phillips); Miss M. Gaubert.

Piano Solo, (a) "Etude in E-flat" (Cerny); (b) "Ardente con moto" (Op. 25) (Mendelssohn); Miss Phyllis Gillingham.

Song, "Sea Fever" (John Ireland); Mr. C. W. Liddon Cole.



Genuine **Borsalino** means:

High grade Felt, up-to-date Style

Distinguished Colour

All that you desire in Comfort and Durability Unless to enquire



Borsalino, Antica Casa

THE SINCERE CO., LTD.

Agents.

SINGAPORE TURF CLUB.

NEW RULES ADOPTED.

The new rules of the Singapore Turf Club, were adopted by a poorly attended meeting of members, held in the Victoria Theatre recently under the Chairmanship of Mr. J. D. Saunders, after various amendments had been made.

Mr. R. Page, who was responsible for the drafting of the rules, said that for some years past it had been obvious that the rules were to some extent obsolete and to some extent contradictory and unfair to the Committee. The proposed rules were no wild fancies of his own brain but had most respectable parentage in the rules of the Rangoon, Calcutta, Penang, Ipoh, Kuala Lumpur, Hongkong, and Shanghai clubs.

In regard to the rule relating to honorary members the meeting approved an amendment including the Regent of Kedah and the Commander-in-Chief of the China Squadron within the rule.

Referring to the rule limiting the number of ordinary members to 1,800 Mr. Page said the view had been expressed that this was too small, but there was not a very large course and he pointed out that membership of Calcutta Turf Club was 900, and Rangoon, he thought, was not very much more. The present membership of the Club was just over 1,700.

Dealing with Rule 6, which vests all the funds and property of the Club in the Committee as Trustees Mr. Page said that under the old rules, although the Committee had power to maintain the course they had no power to improve the racing amenities of the Club. He

estimated the value of the Club's property at about \$400,000, and in the old rules there was not the slightest suggestion as to whom that belonged. This rule remedied that and gave the Committee power to take any steps considered necessary or desirable for the maintenance and improvement of racing on their course. That might become of great importance later on because racing had extended so much that it was rather beyond the possibilities of the present course and in the next few years the question of removal might come in. For ten years past the Committee had given subscriptions to various charities, but in the old rules there was no sanction for it. This rule gave the Committee power almost as wide as those of a public company. Rule 7 was a kind of counterblast to it, giving power to the ordinary members in general meeting to remove the Committee.

Mr. Page next referred to new Rule 26, dealing with the election of members. He explained that this was the only rule on which the Committee were not unanimous, and he had an amendment to propose in connection with the rule, that the sentence "Only British subjects shall be eligible for election as ordinary members" be deleted. He said he saw no reason why the Turf Club should be distinguished from every other European Club in Singapore, and for the non-Britisher irrespective of whether he was the most attractive person in Singapore. He foresaw the possibility in the course of a few years of a Dutchman, an American or conceivably a Malay who might be a useful member of the Club, who might be a large owner of race horses, but who would not go in for racing on a large scale because as a subscribing member he was liable to have his name taken off the list

next year without notice at all. He suggested the desirability of leaving the question to the Committee, making it quite clear that a non-Britisher must put up strong qualifications if he is to be elected an ordinary member.

Opposing the amendment Mr. A. L. Gilmore pointed out that they had over 1,700 members. Membership was limited to 1,800 and by admitting non-Britishers they might do so to the exclusion of Britishers who come out later.

Mr. O. P. Griffith-Jones also opposed the amendment, remarking that there was a possibility of the Club funds and property and the management passing into the hands of non-Britisher subjects. It was remote, but these rules, he hoped, were going to last for some years to come.

Mr. G. R. H. Webb, who also opposed, said there were quite enough British subjects here who could run the Club efficiently.

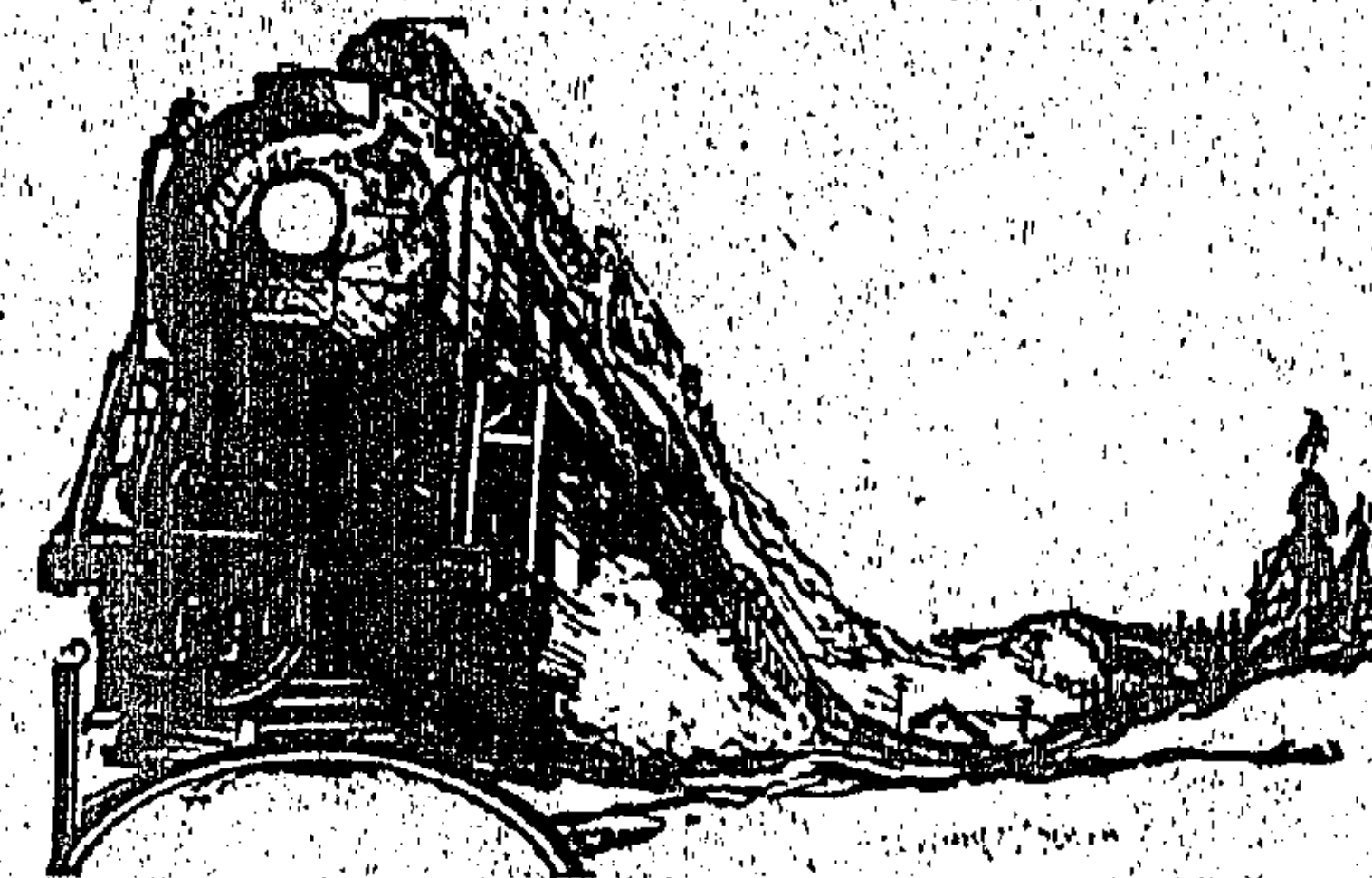
The amendment was put to the meeting and lost.

Mr. Page again referred to the possibility of removal in connection with the rule increasing the entrance fee to \$25. If they had to find a new race course some day, he said, it meant finding very large funds.

On the proposition of Mr. Page, seconded by Mr. C. E. Gibson, the rules, as amended, were adopted, and it was agreed that they should come into force on November 1.

A vote of thanks to Mr. Page concluded the meeting.

Pursued by a dog, a hare ran into the sea at Redcar and swam for about 200 yards before it was caught by a fisherman, who put out after it in a boat.



FAST, COMFORTABLE CONVENIENT TRAINS
ACROSS CANADA

CANADIAN NATIONAL RAILWAYS offer a wide selection of routes to Cities in Canada U.S.A. or Europe.
Finest Scenery—Highest Mountains.
Through Bookings.

Illustrated literature and complete information furnished.

ASIATIC BUILDING C.N.R. Queen's Rd. C. Tel. C. 2004

Take her to the Pictures!

Baby's Food Must Build for the Future



YOU stand at the cross roads when you decide on Baby's Food.

Yours the responsibility. Given the right start baby will tread the healthy path of steady normal progress—happy in himself—a constant pride to you.

Choose the road to sturdy strength and alert contentment. Of all the roads available the 'Allenburys' Way is best for both of you. Doctors advise it. Many many thousands of parents who have gone before add their recommendation. It is the safe way! The sure way! The progressive way! As baby develops so the 'Allenburys' System of Infant Feeding is adjusted to his needs. Thus: Milk Food No. 1 from birth to three

months—No. 2 from three to six months—Malted Food No. 3 from six months onwards. The 'Allenburys' Way provides a food ideal to the digestive powers of baby for each step of the journey. Even the most delicate can assimilate it easily.

Write for Booklet & Free Sample tin

If you have to make this vital decision for baby's future write for the 'Allenburys' Book 'Infant Feeding and Management.' You will find its 120 pages a regular compendium of useful and practical information as well as a straightforward explanation of the 'Allenburys' System of Feeding. With the book we will also forward a 1/4 lb. tin of Food if you mention baby's age and this paper.

Allen & Hanburys, Ltd.
40 Canton Road, Shanghai.



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Manufacturers' Representative.

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Marine, Stationary and Lighting.

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"RICKSHAW" BRAND CEYLON TEA

Cheapest and Best

From all leading Compradores.

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Be Guided by the Quality—Note the Price.

WHITEAWAY'S

"TOY TOWN"

THE LARGEST DISPLAY IN TOWN

Toys, Games, Xmas Annuals

Cards, Calendars, etc.

CARNIVAL & PARTY NOVELTIES

Buy Your Presents early and

GET THE BEST SELECTION

WHITEAWAY, LAIDLAW & Co., Ltd.

HONGKONG.

Three Castles CIGARETTES



MADE FROM THE FINEST TOBACCO ONLY

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

A-190

THE SIAMESE CAT.

BRED IN ENGLAND FOR
EXPORT TO SIAM.

The third championship show of the Siamese Cat Club, Kensington, was a distinct advance on its predecessors.

To a large extent a cat for connoisseurs who appreciate beauty of markings and daintiness of form, the Siamese is not likely to have a wide distribution as an ordinary domestic pussy, but it is gaining adherents yearly, and it is now bred to such perfection that some are being exported to their original home in the East.

As scientific breeding is not practised by the natives, it seems strange that the purity of the race should have been maintained in Siam, the explanation being that these cats do not inter-mix with others.

£8 10s. FOR A KITTEN.

Two points in particular are now receiving the attention of breeders.

At birth the Siamese are white, the exquisite fawn colour coming later, followed by the seal skin markings. With advancing age the body colour darkens, losing much of its delicacy.

Efforts are being made to prolong the duration of the approved fawn, and it is also desired to get the eyes of a deeper blue.

To further the latter object a cup was offered for the adult with the best and deepest blue eyes. This was won by Miss L. M. Jeffries's Gentle, first in the championship class for female adults, as well as in two others.

At the auction one kitten fetched as much as £8 10s. and £25 to £30 has been paid for cats to go to Australia and New Zealand.

LIVE WHALE'S MOTOR TRIP.

R.S.P.C.A. SCENT A CASE.

"Blowing" hard every 16 seconds, a live whale has motored the greater part of the way from Mablethorpe (Lincolnshire) to London, to the bewilderment of all users of the Great North road.

From the time of its stranding on the beach to its death on the lorry the whale lived out of the water for three days, whereas the usual time is about 60 minutes.

Except for delay caused by crowds of curious sightseers, the lorry would have returned in triumph, and delivered its strange "fare" alive to the authorities at the South Kensington Museum.

On the journey an investigating cat landed on the whale's back. It did not wait for a second "blowing-up!"

"That cat was the most astonished creature in the whole kingdom," said Mr. P. Stammwitz, of the British Museum, to a *Daily Chronicle* representative. "Puss just leapt into the air and skedaddled."

Stranded High and Dry.

"When I went down to Mablethorpe, I was very much surprised to find the creature still alive. It was impossible to refloat the whale as it was too high up on the beach."

"It was decided to haul the whale on to the motor lorry and bring it—alive if possible—to South Kensington for scientific study."

"There must have been at least two to three thousand people on the beach at Mablethorpe watching operations. But the excitement on the beach was as nothing compared on the Great North Road."

"The whale, a lesser porpoise or pike whale, was nearly 16 feet long and weighed about a ton and a half. Altogether we were on the road for 15 hours. The whale died when we had covered 130 of the 160 miles from Mablethorpe to London."

Whale Astonished.

"Every 16 seconds it 'blew' hard, the noise of her blowing being heard above the sound of the engine of the lorry. And as she 'blew' up went her great tail. She must have wondered why she did not dive, for all the time she behaved as though she were still in the sea."

"No motorist could guess what we had aboard. Our whale's 'blowing' might have been the latest thing in motor horns! Many villagers were scared. All were curious."

"While we were having something to eat in a small town, the lorry was surrounded by so many of the inhabitants that the police made us move on."

"One navy wanted to know if the whale had been run over. I said 'Yes, and I'm now rushing it off to the hospital!'"

"There was a dear old lady, too, who asked if she might give the 'poor hungry fish a loaf of bread!'"

"The whale died from a burst blood vessel. It would have died from the same cause had it been left on the beach. To-day we have

been busy dissecting, and the skeleton will probably be preserved in the museum."

Was There Cruelty?

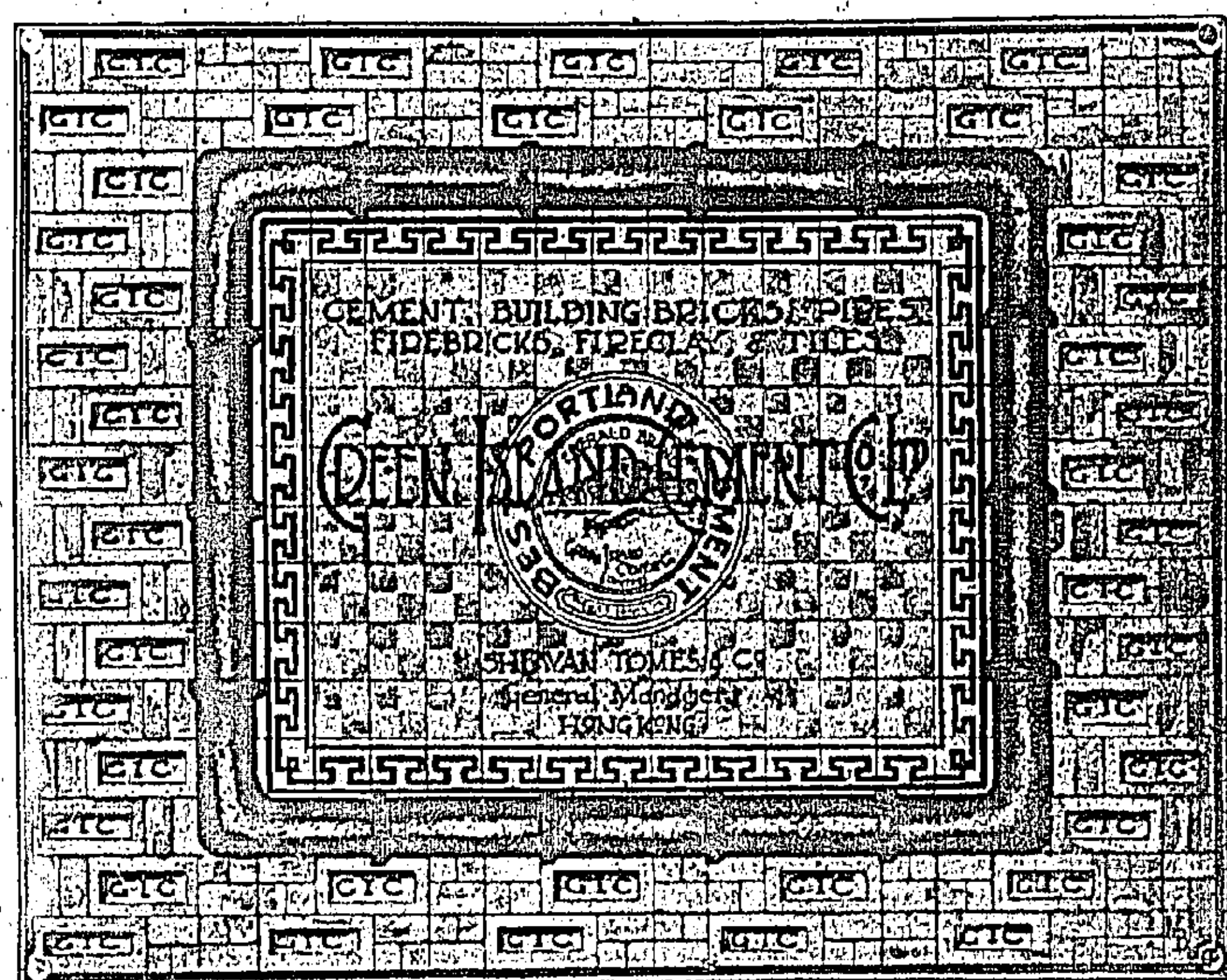
Then came a surprising development—inquiries by a representative of the R.S.P.C.A.

"I am quite sure that the officials of the Natural History Museum had not the slightest intention of committing wilful cruelty," said Capt. E. G. Fairholme, the secretary of the R.S.P.C.A., last night to a *Daily Chronicle* representative.

"I understand that owing to the smallness of the whale's brain there is great difficulty in killing the animal when it is stranded."

"I am now awaiting the report of our local inspector at Mablethorpe so that we may have all the facts to consider."

A Calcutta telegram states that the final jute forecast gives 1,088,890 bales an increase of 188,890 bales as compared with last year, in Bengal, Bihar, and Assam.



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ARMISTICE DAY.

PRESIDENT'S SPEECH.

New York, Nov. 12.
The Press has restrained comment on Mr. Coolidge's speech at Kansas City.

The Republican papers fill their editorial columns with summaries of the speech, with an occasional word of approbation. The Democratic journals, for instance, the *World*, say the President has forgotten how to say anything important when speaking for himself. Attention is drawn to the fact, however, that Mr. Coolidge does not intend to ask the Senate to modify the position respecting the United States' adherence to the World Court. The *New York Times* points out that clearly Mr. Coolidge is not ready to make a fight for America's adherence. "His statement that he sees no prospect of adherence unless the nations accept the Senate's reservations in toto, is rather a dying fall to what started as a jubilant address."

—*Reuter's American Service.*

At Home and Abroad.

Rugby, Nov. 12.
Reports from all parts of the Empire state that Armistice Day was solemnly observed in services of which the two minutes silence was the central feature, and in many of the late belligerent countries the occasion was also commemorated.

Prince Henry, who is in Belgium, where he represented the King at the recent Royal wedding, took part in the celebrations in Brussels.

The Commander-in-Chief of the British Army of the Rhine placed a wreath on German military graves in the same cemetery as that in which on All Souls Day the Chief Burgomaster of Wiesbaden had laid a wreath on the graves of British and French soldiers.

Big Demand for Poppies.
The demand at headquarters for artificial poppies, which were generally worn yesterday at Armistice celebrations throughout Britain, was three million in excess of that in any previous year, but no details are yet available as to the extent to which the funds of the British Legion have benefited by the sale of these favours.

A Matter of Relief.
Lord Grey at the League of Nations Union meeting last night expressed a hope that the thought contained in the name Armistice Day would always be associated with a ceremony which commemorated no great victory but rather the relief felt by the country when fighting ceased. Referring to the work of the League, he said the real test as to whether it succeeded in making a sense of security prevail was whether it prevented competition in armaments.—*British Wireless.*

AVIATION.

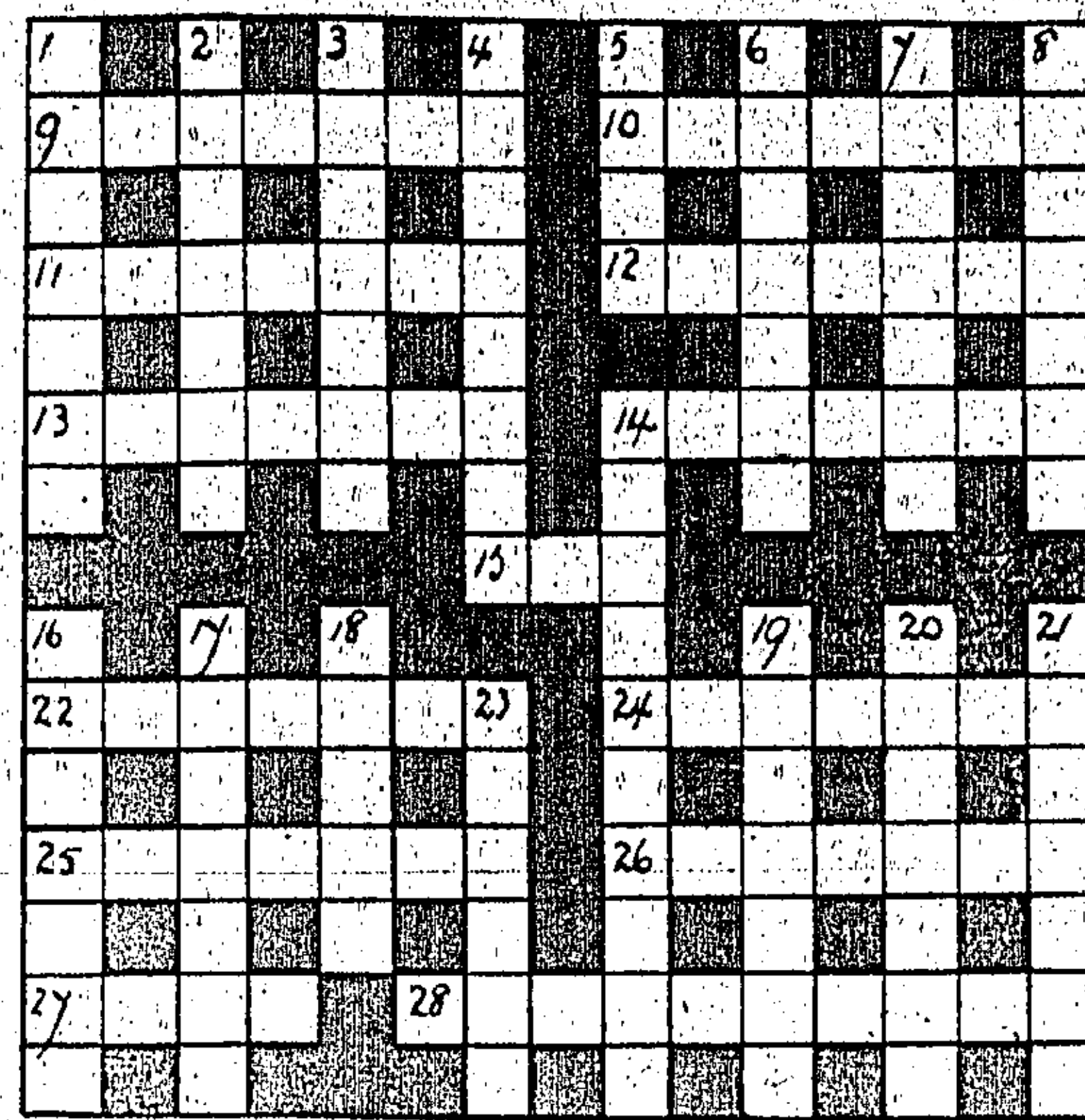
BRAZILIAN AIRMAN AT CAPE VERDE.

Cape Verde, Nov. 12.
The Brazilian airman, Barros, has arrived.—*Reuter.*
[Barros is flying across the Atlantic, from Italy to Brazil.]

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Across.

- 9 Monks hood (bot.)
- 10 To touch.
- 11 Name given to various small beetles.
- 12 Short words.
- 13 Small printed cards.
- 14 To debate.
- 15 The whole.
- 22 Expressing much in a few words.
- 24 A small anchor.
- 25 Wooden lattice-work.
- 26 One sent on important mission.
- 27 Always.
- 28 Joined.

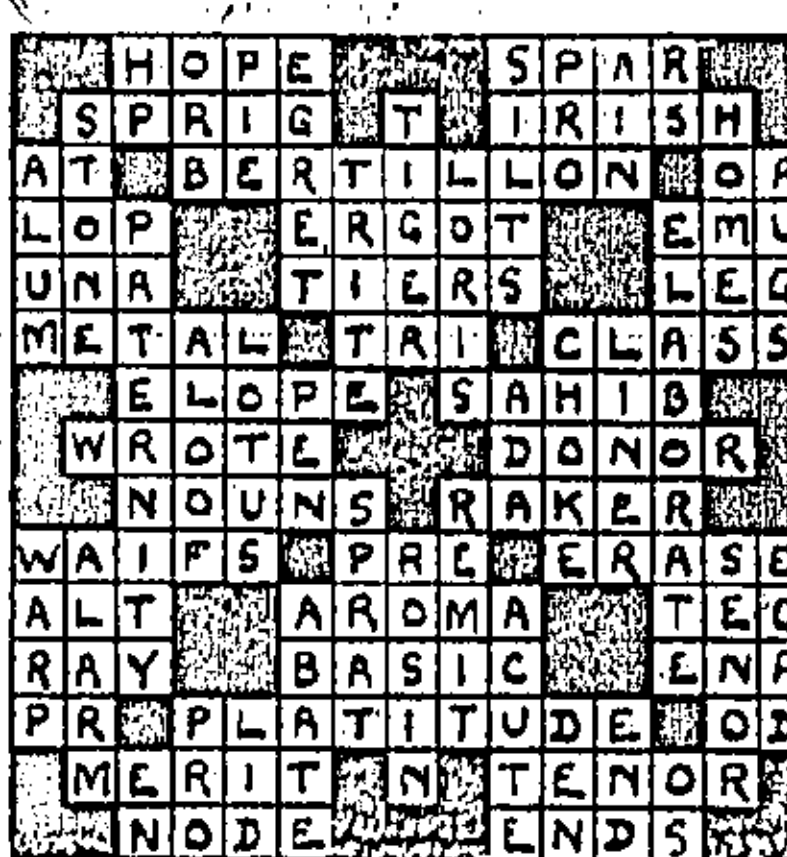
Down.

- 1 Brilliant blue-red colour.
- 2 A fable.
- 3 A verse of two measures.
- 4 Continues rigidly.
- 5 To utter aloud.
- 6 To insinuate.
- 7 Full of misery.
- 8 One who dines well.
- 14 Susceptible of injury.
- 16 An annoying noise.

17 Across.

- 17 Agreed.
- 18 Aged.
- 19 A ship's gallery.
- 20 A different one.
- 21 Employ solicitors.
- 23 Established mode.

Yesterday's Puzzle.



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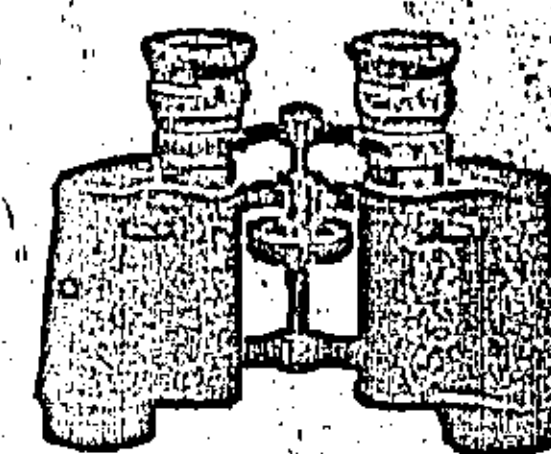
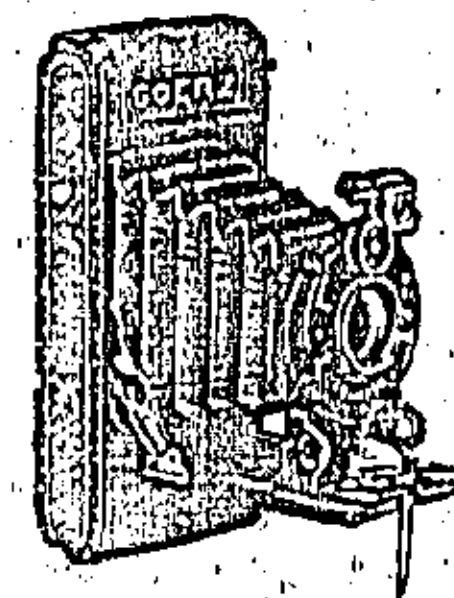
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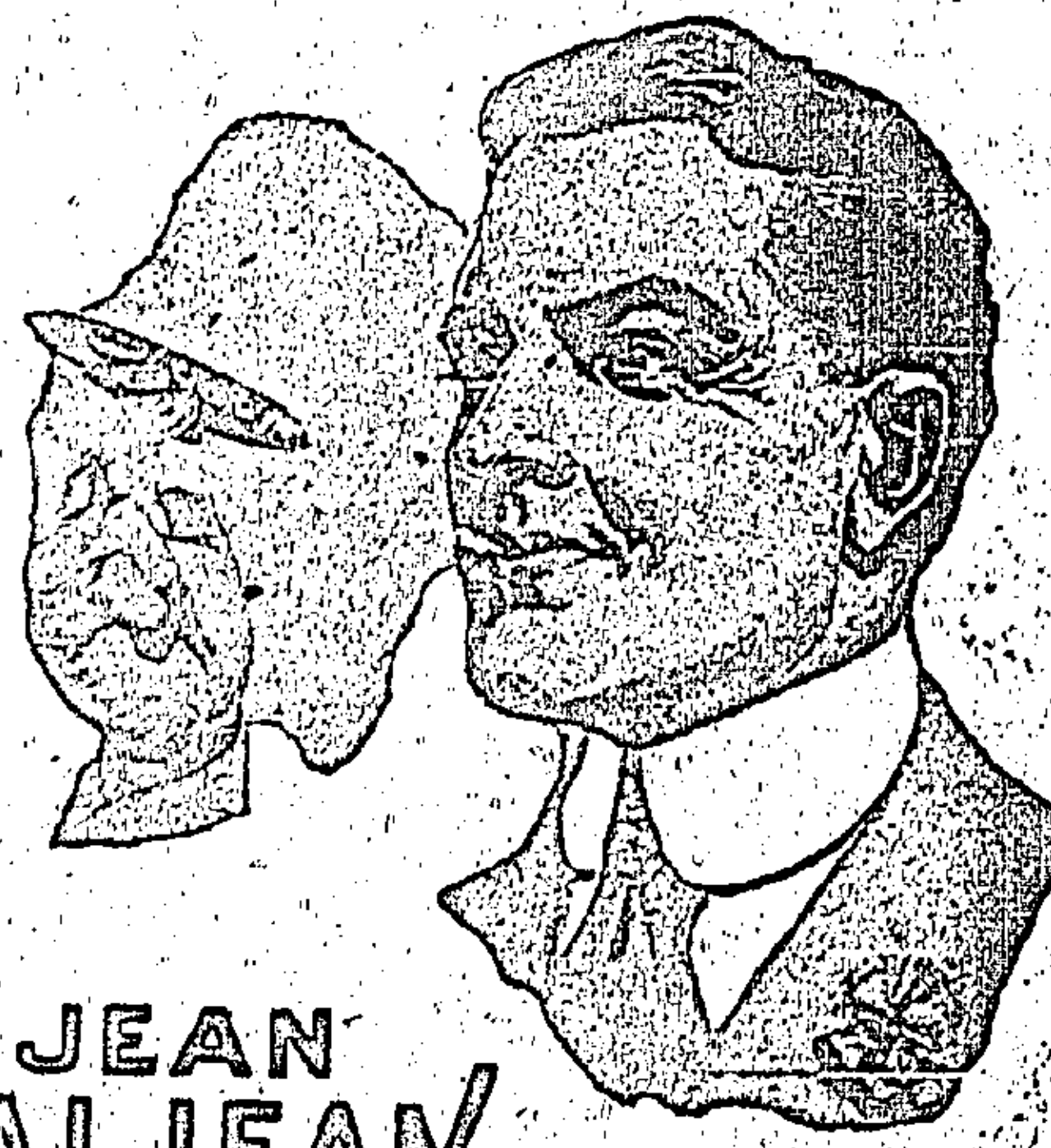


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MARRIAGE.

GUMLEY-HALL.—At the Union
Church, Hongkong, on the
12th November, by the Rev. J.
Kirk Macdonald, Francis
Stewart Gumley, eldest son of
Mr. and Mrs. J. T. Gumley,
Edinburgh, to Elizabeth Mar-
garet G. Hall, only daughter
of Mr. and Mrs. R. Hall, of
Selkirk.

BIRTH.

BERG.—At the Peak Hospital on
the 13th November, to Mr. and
Mrs. Sverre Berg, a son.

The Telegraph

SATURDAY, NOVEMBER 13, 1926.

AMERICA AND EUROPE.

World-wide interest attaches to
the speech which was delivered by
President Coolidge on Armistice
Day, because it is very rare indeed
for the present head of the great
American Republic to express him-
self so frankly on the European
situation, and also because at the
present juncture in international
politics America's attitude is of
very vital importance. On the
matter of international peace, re-
garding which President Coolidge
delivered himself in no uncertain
terms, it ought to have a caution-
ing effect for all the other Powers
to know that the United States is
committed to a policy of prepared-
ness and would not hesitate to
mobilise the full resources of the
nation, both as regards man power
and output. There is, to our mind,
nothing incongruous in referring
to the possibilities of future war
on the anniversary of the closing
of the great European conflict,
because it is only by a display of
determination to make war unpro-
fitable that the nations of the
future are going to avoid drifting
into it. The United States stands
for the limitation of armaments
but also ready to throw the whole
of its great weight into any war
in which it might be involved.
The knowledge of that fact should
be a guide to others. Britain's
policy has been one of open re-
conciliation ever since the days of
August, 1918, and it is not saying
overmuch to claim for the leading
British statesmen the lion's share
in bringing about such satisfactory
outcomes of the Locarno and
Geneva Conferences. The clean-
ing up of Europe's tangle of hat-

reds and boundary problems has
been specially taken in hand, and
there is much less room for Ameri-
ca to talk of muddled Europe to-
day than there was a few years
ago. Britain has been actively at
work, and men in America who are
minded like President Coolidge
have not been slow to acknowledge
the tremendous progress achieved.

If America has been given cause
to think that the peoples of Europe
do not like her quite so much as
they did, it is because of the cold
and superior tone with which the
spokesmen of that grandly-isolated
country have often referred to
troubled Europe. The lack of
cordial friendship has doubtless
been greatly exaggerated, but it
is true that the United States has
lost something by its insistence
on aloofness. In the matter of war
debts it has adhered to the prin-
ciple of payment (even though the
amounts owing have been gener-
ously reduced) as against the prin-
ciple of renunciation desired by
Europe, and it has kept outside
the League of Nations on the
score that it will not be a party to
"entanglements." And in all
these matters there is great hon-
esty of purpose and a conviction
that the course chosen is the best
not only for the United States but
for the rest of the world also.

That fact is becoming more and
more realised in Europe, for al-
though there is still a difference in
ideas, there is agreement on the
worthiness of America's ideals.
So long as the great free Repub-
lic of the United States follows a
path dictated by such high motives
as have actuated her in the days
since the Armistice, there is little
danger of her actions resulting in
anything other than the eventual
good; even though there may be
temporary differences of opinion.
President Coolidge's speech is a
very healthy reminder to the rest
of the world.

"The Interport."

The fact may not be generally
known that it was exactly sixty
years ago that Hongkong and
Shanghai first met in an Interport
cricket match, so that the fixture
which begins to-day marks the
Diamond Jubilee of these popular
contests. It is, of course, true
that there have not been anything
like sixty matches between the two
ports, for it is only in latter years
that they have become frequent.
We believe we are right in saying
that, in all, there have been
twenty-five games between Hong-
kong and Shanghai, and that Hong-
kong at present leads by two, hav-
ing won 13 as compared to Shang-
hai's 11, whilst one has been
drawn. Hongkong also leads the
way so far as the biggest innings
score is concerned, this being 455
for nine wickets, made in 1903,
Shanghai's best being 391 in 1921.
That there will be great rivalry
in the match which starts to-day
we have no doubt, but it will be
in that same spirit of friendliness
which has always characterised
the contests between the two ports.
There are tried veterans and new
blood in both teams, and, on paper,
the prospects are that it will be a
keen and fairly even tussle for
honours. The value of these
matches in the way of promoting
friendly intercourse between the
two centres and in the opportu-
nities which they present for the
renewal of old friendships and the
encouragement of a sport which
shows no sign of declining popu-
larity, are known to all. Hong-
kong gives a really hearty and
sincere welcome to the Shanghai
team, not doubting that its mem-
bers will in every way uphold the
traditions of the past. Win or
lose, we know that both sides will
"play the game." May the better
team come out on top.

The Health Bulletin of Eastern
Ports issued by the League of Na-
tions for the week ended November
9 gives the following cases of in-
fectious disease: Plague, Tama-
nave one, Rangoon four, Colombo
one and Sourabaya four. Cholera,
Calcutta six cases, Rangoon one,
Salgon one, Tourane five, Bangkok
one, Amoy one and Shanghai one.
Small-pox, Calcutta two cases, Dur-
ban seven, Bombay five, Singapore
one, Bangkok three and Vladivostok
one.

DAY BY DAY.

THE INFLUENCE OF WOMEN MAKES
NEARLY AS MANY MEN AS IT MAKES.
A. St. John Adecock.

Cabled greetings were received
by the Esma, on Armistice Day
from the Penang Branch.

The name of Mr. Tong Li-ta, of
the China Distillery, has been
added to the register of chemists
and druggists.

An election of a Justice of the
Peace to serve on the Licensing
Board is to take place at the
Supreme Court on the 30th instant.

His Excellency the Governor has
appointed Mr. Li Yau-tsun to be
a Justice of the Peace for the
Colony of Hongkong.

There was one Chinese case of
diphtheria reported yesterday.
Otherwise, the Colony enjoyed a
clean bill of health.

It is notified that the names of
the Yee Lok Company, Limited,
and E. F. Cox and Company,
Limited, have been struck off the
Register.

His Excellency the Governor has
appointed Mr. J. P. Braga, J.P., to
be a Member of the Sanitary Board
during the absence on leave of Dr.
W. V. M. Koch.

Inspector R. Marks, formerly in
charge of the Peak district, return-
ed from Home leave yesterday by
the P. & O. s.s. Delta. It is un-
derstood that Inspector Marks will
now be stationed at the Central.

In addition to the Interport
cricket team from Shanghai, the
President Pierce brought to Hong-
kong, Mr. M. J. Quist (Consul in
Hongkong for the Netherlands)
and Mr. C. H. Benson.

His Excellency the Governor has
appointed Dr. Hermann Baalen to
be a member of the Advisory Com-
mittee of the Peak Hospital,
during the absence on leave of Dr.
W. V. M. Koch.

Notice is given of the accession
of this Colony to the Treaty of
Commerce and Navigation between
the United Kingdom and Austria.
The stipulations of the Treaty will
apply to this Colony as from the
26th of June, 1926.

A decree prohibiting the export
from France of chloride of potas-
sium, sulphate of potash, and
fertilizers containing 7 per cent.
or more of pure potash has been
published in the French Official
Gazette.

It is notified that, at the expira-
tion of three months, the Chung
Kwok Restaurant, Limited and the
Tai Tung Company, Limited will,
unless cause is shown to the con-
trary, be struck off the register
and the companies will be dis-
solved.

The China Light and Power
Company Recreation Club, which
recently opened its new clubrooms
at the Power Station, Hunghom,
gave a dance last evening, a most
enjoyable time being spent. Mr.
J. H. Donithorne, the Works
Manager, who has just returned
from Home leave, was amongst
those present.

A proposal is afoot for the
erection of a new hospital facing
Bonham Road and adjoining the
present Nethersole Hospital, at a
cost of \$30,000. The new build-
ing, which is to take the place of
the old Alice Memorial Hospital
formerly in Hollywood Road, will
have thirteen wards, a nurses'
lecture room, small operating
theatre and an outpatients' room
which will accommodate from 80
to 100 people. It will be known
as the new Alice Memorial Hos-
pital and the contract for its
construction is expected to be signed
over the week-end.

EXCHANGE RATES.

Rugby, Nov. 12.	
Paris	140 1/4
Brussels	134 3/4
Amsterdam	12 1/2
Berlin	20 3/4
Copenhagen	18 2/4
Vienna	34 1/2
Helsingfors	135 3/4
London	217 3/4
Buenos Aires	46 1/2
Shanghai	2/0 3/4
Yokohama	4/6 1/2
New York	25 1/4
Gosovo	11 1/2
Milan	10 3/4
Stockholm	10 3/4
Oslo	10 3/4
Trondheim	10 3/4
Reykjavik	10 3/4
Bombay	1/5 1/2
Hongkong	1/11
Silver (spot)	25 7/16
Silver (forward)	25 1/2

—British Wireless.

ON LIVING COSTS.

The Bachelor and the Grass-Widower.

Why do men, all the world over,
shun any practical call on their
domesticity? It may be a fear of
derision; it may be that domestic
management is basically dull and
sordid. Domestic labour, in Eng-
land, with none of the electrical
"Robots" of America, is certainly
a sorry fate for man, woman, and
child, but ten minutes out of the
day in Hongkong applied with con-
centration to the household ac-
counts, and one hour monthly to
checking clothes, pantry, and linen
would save most male house-
keepers one month's salary a year.

This is not an appeal for a com-
pulsory store-cupboard; television
would indeed show a pitiful pic-
ture, on every morning after the
night before. It is a very serious
appeal to men, who are living as
bachelors, to insist upon a lower
rate of squeeze, in their own in-
terests, and in the interests of so
many young couples, who are now
hit all round by harder conditions,
and find it difficult to keep ser-
vants within the bounds of decent
expenditure. The aim and object
of every servant in the Colony is to
become factotum to a mess, or to a
single man. There could be no
better time than the present to as-
sist a campaign of economy, per-
sonal and individual; servants are
plentiful owing to the fact that
many strikers have returned an-
xious to turn out their brethren
who worked during the strike, and
supplies are easier owing to the
release of produce in Canton, and
also because local gardens and
farms can compete against the
coast, and Shanghai supply, in the
cold weather.

I feel sure that this antipathy
towards household management is
not based on a total lack of in-
terest in good living. Men are
famed as epicures, and often jibe
at women for their supposed in-
difference to best cuts of fish and
fowl. It is a fetish of the East
that a bachelor's "boy" takes com-
plete control, and only the "boy"
knows how complete!

Taking an interest in these
sometime mundane, and now fas-
cinating, affairs, I asked two men
how they arranged their house-
holds. The first, a rich grass-
widower, smiled happily:—"Oh, I
get on very well; my boy is so
awfully good. I have one tiffin
party a week for about ten, and
live very simply; and my bills come
to a trifle over eight hundred a
month in the house. That doesn't
include coal and servants, of
course, I never have to think of
a thing!" The trouble is that
quite a few of us have to think
of everything, and in terms of
cents instead of dollars. I told
him he was a criminal, and a dan-
ger to less fortunate folk, and he
answered: "What of that? Their
turn will come."

In the second case, which is,
I think, the normal attitude, the
young man was sharing a peak
mess with three others. He seem-
ed sincerely interested, and told
me the food was very poor, the
house badly run, and they felt
that two hundred a month could
be saved, and comfort gained, if
there was some system of catering
and management other than the
"boy's." A fact which astonished
so many people in Shamoen during
the late strike was the small total
of their messing bills. Five men
in a large flat found their total
expenses seventy-five dollars a
month per head. Everything
bought from the Dairy Farm, or
Hongkong steamer, and this sum
included "Oh, most prodigious
quantities of beer!" However,
against that, it must be remem-
bered that it did not include the same
amount of cleaning materials,
which is where the money slips
away in most houses.

It is not generally known that
this system of squeeze is almost
entirely one of quantities, and not
one of prices. No-one is better
equipped to make a little go a long
way, than a Chinese. His own
food is judged to a fraction, and he
makes use of every waste product,
providing the initial expense is
his own, and not his master's.
There is nothing easier to accom-
plish in the average household than
the deduction of one-third of
every article bought. Floor

polish, matches, brass, jam, fats,
silver polish and furniture cream,
soap and all and every item of
obvious necessity. A third part
deducted enables the factotum to
sell a new tin or packet in every
third consignment.

Going on to food, there are three
grades all the time in the market,
like the egg, many things can be,
and are: new-laid, fresh, and just
egg! How often do we get the
cabbage with the dew on it? Practically never, unless we have
to be in the market when the
goods arrive. Fish are kept alive
until yesterday's stocks are ab-
sorbed, but there is a big difference
between the two prices, though
only the cook sees the profit. It
is hard to believe that local fish
caught within eight miles of the
stall, with rarely any danger to
life, should cost the same sum
per pound as salmon brought from
Canada on a twenty-one-day's
journey. Yet such is the fact.

The standard of living in Hong-
kong have long been in excess of
income, and the calls upon income.
A much wider margin is necessary
here, than in a healthier climate,
or in a Colony which is only a
fortnight from Home. Distance
lends no enchantment in this case,
and adds greatly to the holiday
expenses. Transport generally is a
big expense, and should the dol-
lar remain under two shillings, as
is generally expected, it is inevit-
able that every imported product
will rise thirty to forty per cent.
in retail price, and this despite the
fact that some shops have been
charging dollars for shillings in-
respect of the exchange. Those
families having charges payable
in England or America will have
to add thirty per cent. in dollars
to the draft, to send the same
amount for schooling, etc.

If local prices are going higher,
there is only one way of meeting
these costs and that is by cutting
the standard of living in half! If
the whole Colony would make a
simultaneous attack; if women
would do their own shopping this
winter in detail, and try a two-
course tiffin and dinner, watching
every item, they would possibly
part company with their present
staffs, but would that be an un-
bearable calamity? Our present
system, which has grown up from
the days when money was easy to
come by, and people did not look
upon the Colony as a home, will
not bear any analysis, and is sim-
ply ridiculous. After all, it is
nothing but handing money to na-
tive servants to buy goods of which
we know neither the quantity nor
the price. It is small wonder that
"John" has seized this opportunity
to build up an organisation; so re-
munerative, and efficient that we
birds are plucked according to our
plumage.

The merchant is, in these hard
times, content to take a profit of
seven dollars on a parcel of mats,
ten dollars on some embroideries,
ten per cent. of some interport
steamer booking commission,
which between here and Canton
means about sixty cents per head.
These businesses, designed "Much
and Trick" are built up of such
small amounts, with infinite pains.

I fear the answer to my appeal
will be:—"That is just why a man
doesn't want to bother with stupid
little nagging things when he gets
home." But again I say, is worth
making in the office; it is worth
saving at home, and now is the
time to begin.

The most urgent requirement in
Hongkong to-day is a house-to-
house economy campaign, in which
the rich and the comfortable-off
rub shoulders, and share the re-
sponsibility with the poor. The
boycott is not over. A visit to old
haunts in Canton meets with poor
reward these days. Old friends
seem anxious to hurry past in the
streets, and merchants have no
thing of value to sell to the Brit-
tish. The whole atmosphere is
most unsettled. We are not out
of the wood, but we can almost all
save a hundred pounds a year by
playing the game of economy in
the house. If that sum is not
worth saving, it is not worth mak-
ing!

HUGE CASH BONUS.

WINDFALL FOR GENERAL
MOTORS SHAREHOLDERS.

New York, Nov. 12.
The directors of the General
Motors Corporation have passed a
resolution approving the distribu-
tion of a \$34,000,000 cash bonus to

shareholders, thus ending what is
said to be the greatest bonus year
ever enjoyed by shareholders in
any business enterprise. —Reuters
American Service.

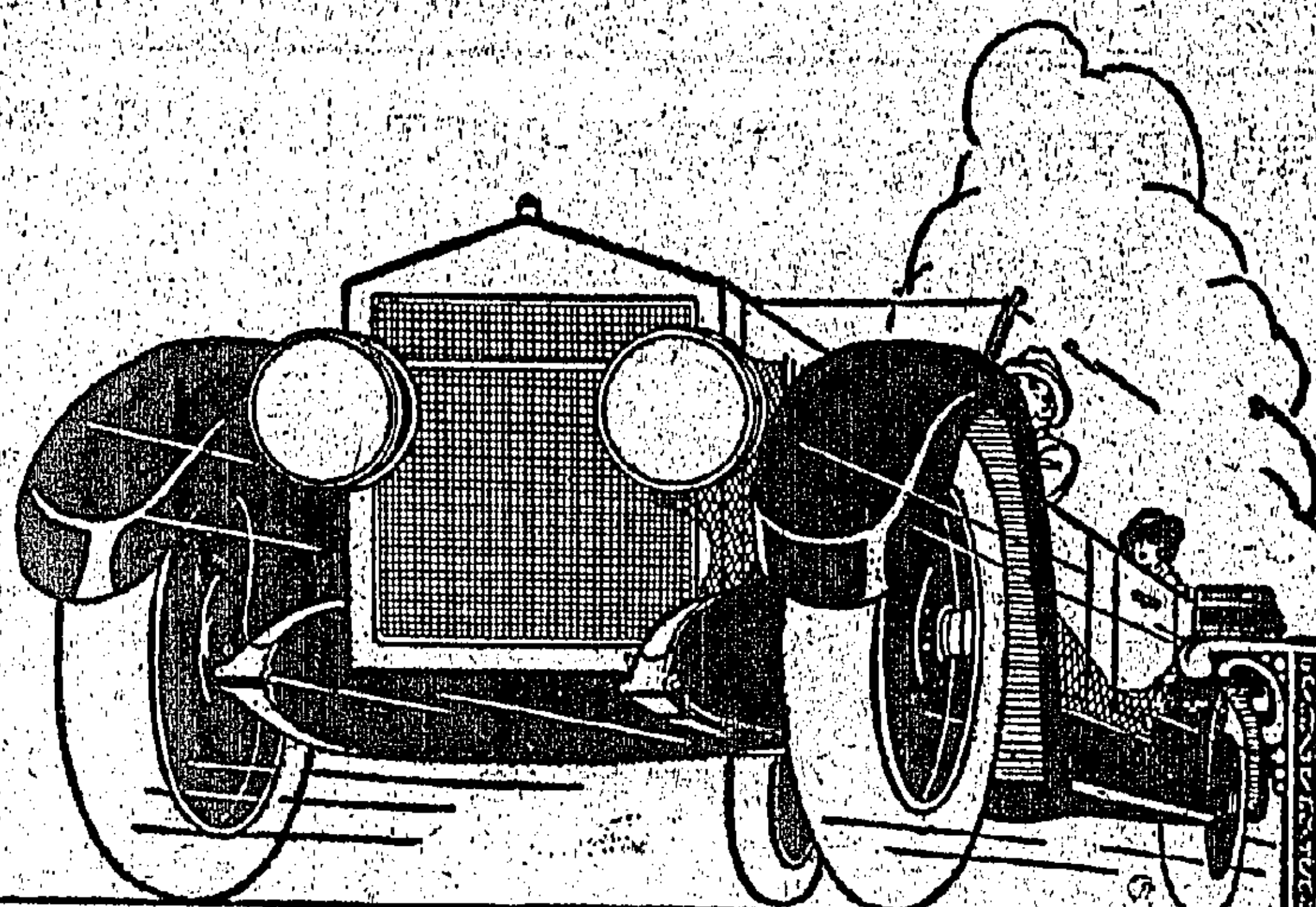
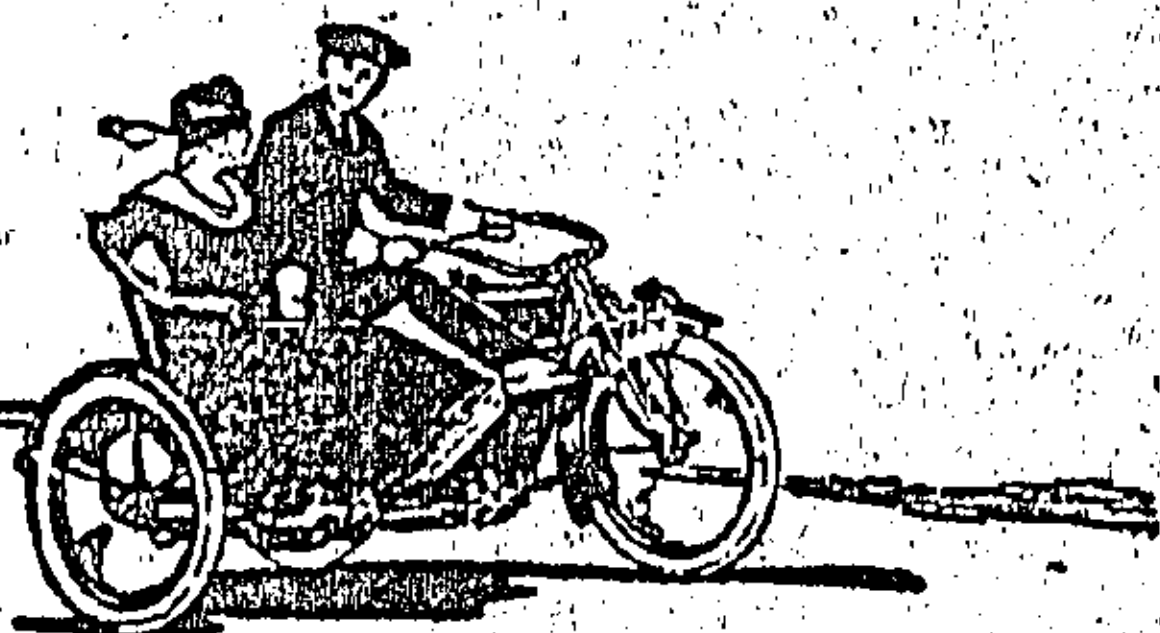
Tennyson's "Harold" was produ-
ced in an adapted form at the
Palace Pier Theatre, Hastings, on
the anniversary of the battle of
Hastings.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 13th. NOVEMBER, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Road Condition.

The fact that several accidents have recently occurred as a result of skidding, or side-slipping, (one car being almost completely smashed near the Naval Yard) calls for the fullest investigation on the part of the Authorities. The watering of the roads is certainly necessary during the dry season, but such practice should not render the surface dangerously slippery. It must be admitted that the mere act of allying dust by means of water does not constitute a danger, unless there are contributory causes such as a coating of dust and grease, or the situation of the particular stretch of roadway effectively screened from sunlight by trees, and thus hindering the evaporation of the water. There are several trees in the vicinity of the Naval Yard, and it seems more than probable that the shade they cast on the roadway is partly responsible for the dangerous state of the surface. If the roadway is thus kept in a moist condition, it is reasonable to assume that the constant traffic has the effect of churning up a greasy substance which is the cause of the trouble. This condition is not so likely to obtain in wet weather owing to the much greater amount of water then acting as a cleansing medium and washing all deleterious matter into the storm channels. If the trees are responsible, their removal is clearly indicated.

Surface Scraping.

On the other hand, it may be that the surface of our roads, especially those with compound surfaces which are liable to become slippery, should be periodically scraped free of the accumulation of grease and oil which when mingled with the dust, produces the compound so dangerous to rubber-tired vehicles. Such work would not prove expensive, nor would it be necessary to carry it out at too frequent intervals. Whatever may be the explanation of the trouble, it is to the interest of the public.

H.K.A.A. Year Book.

It is intended to produce another Automobile Association Year Book in which will appear much information of interest to Hongkong motorists. The few members who have not yet sent in their subscriptions are asked to do so in order that their names appear in the members' register which will be included in the book.

Touts.

We must again draw attention to the nuisance which is created by the "touts" who pester the public to engage motor cars from them. The vicinity of Pedder Street is the happy hunting ground of these people, and we imagine that there is not a resident who, at some time or another, has not been accosted. The practice is most annoying, and that it should be tolerated does not reflect credit upon the Authorities. If the people concerned are legitimate licensees of public vehicles, some other means should be contrived for them to secure fares. That motor car transportation can be obtained at reasonable rates is undoubtedly desirable, but unless there is some official stamp in regard to such hiring, the practice becomes open to the most serious objections. It would

seem that regulations are required similar to the Hackney Carriage Regulations at Home, and the sooner such regulations exist here (embodying a clause prohibiting touting) the better.

H.K.A.A. Dinner.

We have become quite accustomed to reading the reports of various social functions organised by local Automobile Associations in other parts of the East, and have sometimes wondered why Hongkong does not include similar events in its social life. In the past, we have received letters from motorists advocating that attention be given by the Hongkong Association to such events, and now the Committee has decided to test members' feeling on the question. Hongkong is notoriously apathetic, and it now remains to be seen whether members of the Automobile Association are to be included under that category. The idea that motorists should "get together" is an excellent one, and if members support the present suggestion that a Dinner and Dance be held, it may well be the forerunner of other interesting and enjoyable gatherings in the future. The Committee have shown that they are intent upon making the lot of the motorist easier, and it remains for members to support suggestions which are intended to keep the Association on the highroad to further success. It is to be hoped that members will reply to the letter which they will shortly receive promptly, in order to assist the Committee in its decision, because arrangements have naturally to be made well ahead.

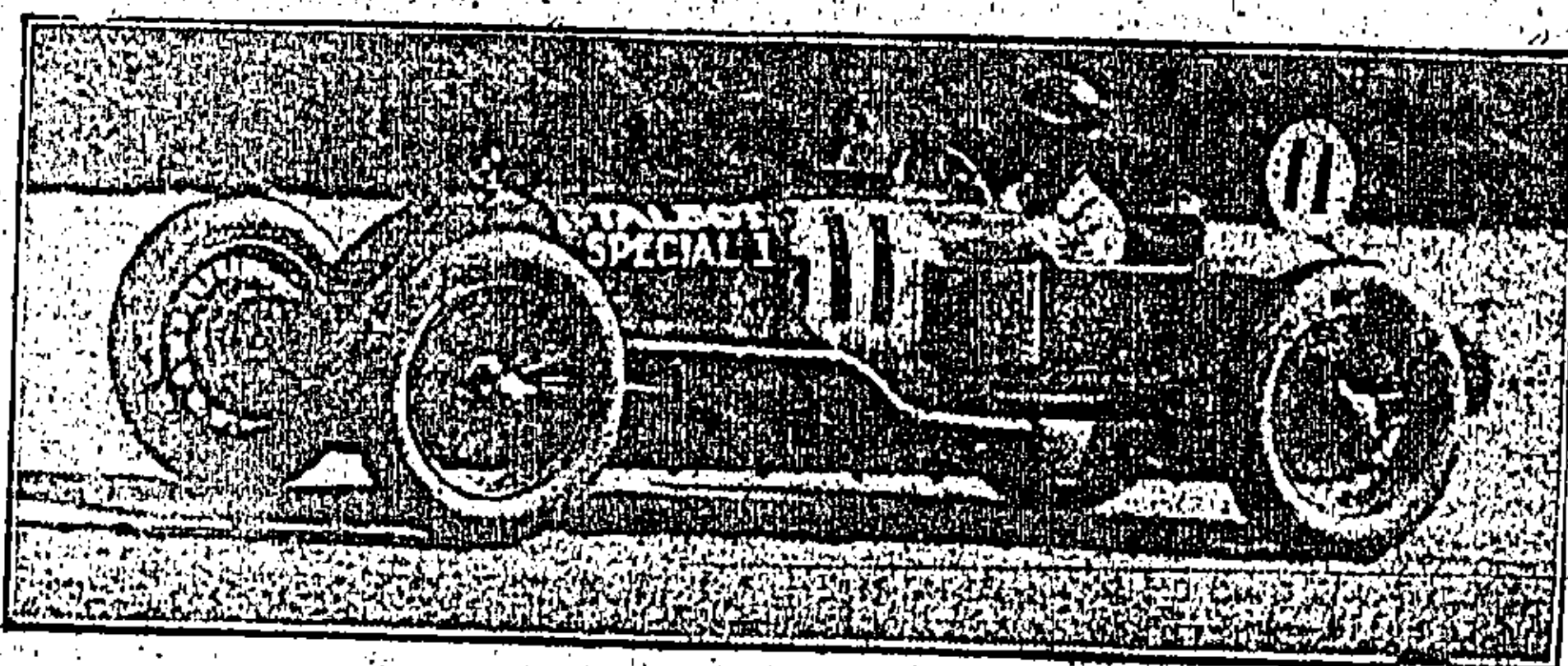
Unjustified Delay.

Approximately two years ago, a heavy storm practically carried away the bridge by the railway crossing between Taiipo and Taiipo Market. As a result, a temporary structure was erected over which only official traffic was allowed to proceed. A month or two rolled by, and, presumably as a result of representations made, the bridge was opened to ordinary motor car traffic between the hours of a.m. and 7 p.m., the restricted hours being necessary owing to the danger of negotiating the bridge after sundown. We have again received requests to draw attention to the fact that motorists are still unable to enjoy a spin around the New Territories after dinner owing to the bridge being still of a temporary character and subject to the same restrictions. We understand that work is proceeding in connection with the building of a new bridge, but the delay which has occurred can certainly not be justified, especially when it is realised that the road is the only thoroughfare round the Territories. Very few motorists are able to take the trip during the "day time" excepting, of course, at week-ends, and that they should be denied the pleasure of a spin in the cool of the evening for such a long period, is to say the least of it, exasperating. It is to be hoped the P.W.D. will hasten the conclusion of the work now that it really has been started.

Kowloon motor Cyclists.

Kowloon has a large number of motor cycles, and they too add to the confusion at the ferry. We do not in any way hold them to blame for the state of affairs, but it does seem that their allotted stand is not placed in the most

MAJOR SEGRAVE WINS AT BROOKLANDS.



Major H. O. D. Segrave won the sixth annual 200 miles race of the Junior Car Club at Brooklands in a Talbot Special. A photograph of the winner travelling at 60 miles an hour during the race. (Times copyright).

POLISH AND QUIT.

ONCE IN EVERY
MOTORIST'S LIFE.

(BY EDGAR A. GUEST.)

I purchased a bottle of polish from a man that I met on the street.

As he smoked a cigar he was shining a car, which is not a remarkable feat.

But I stood there and mused on the stuff which he used, as often I'm tempted to do.

And I'll swear every drag of that greasy old rag made his omnibus shine just like new.

So I paid him a dollar and took home a pint of the polish so simple and quick.

I declared: "I will shine this old wagon of mine, as the man said it's really no trick."

I started right in with the courage to win and I shouted with utmost delight.

As I looked at my face in that first foot of space, so very remarkably bright.

I worked like a Trojan; but Trojans, I'm sure, never started to polish a car.

And they knew not, I fear, that from hood cap to rear is a distance both spacious and far.

I shined up one side when my energy died and my craze for a lustre was shot.

So I quit then and there. I have polished to spare. Shall I finish the job? I shall not!

MORE MOTOR VEHICLES.

Motor vehicle registrations have increased almost 2,000,000 during the first six months of 1926 compared with the same period last year. The Bureau of Public Roads of the United States Department of Agriculture reports that 19,697,832 vehicles were registered during this period.

desirable spot. Possibly a better stand could be found in the event of the whole traffic scheme being revised.

Lubrication.

The importance of lubricating correctly cannot be over estimated, but in spite of the emphasis laid on the question by automotive engineers, many car-owners ignore the finer points of the art, for such it may well be called, of lubrication. The "Alomite" grease gun system is both reliable and easy to operate, although owners who are apt to shrink from so necessary a task, will doubtless welcome the announcement by the Hongkong Hotel Garage that that establishment is undertaking this work for a nominal sum.

WORLD CONGRESS.

AMERICAN AUTOMOBILE
SHOW.

Opportunity to visit the National Automobile Show will be afforded delegates attending the Third World Motor Transport Congress, to be held at the Hotel Roosevelt, New York City, January 10-11, 1927, sponsored by the National Automobile Chamber of Commerce.

In line with the policy adopted at the Show last year, special features will be arranged for delegates from abroad attending Congress.

Extensive displays of automobile products exhibited by approximately seventy-five firms making passenger cars, taxicabs and light trucks, and about three hundred manufacturers of automobile accessories and service equipment may be viewed at the Show by delegates who attend.

The Committee in charge of the National Automobile Show, consisting of Mr. H. M. Jewett, President of the Paige Detroit Motor Car Company, Mr. F. C. Chandler, President of the Chandler Motor Car Company, and Mr. Charles D. Hastings, President of the Hupp Motor Car Corporation, is making every effort to assure to delegates of the World Motor Transport Congress a most interesting and instructive visit.

Other activities planned include sessions devoted to uses of motor vehicles in public administration, agriculture, commerce and industry, and in conjunction with other forms of transportation, highways, selling and servicing, public relations, including traffic problems, automotive legislation and co-operative activities, financing, and attendance at Annual Banquet of National Automobile Chamber of Commerce.

Early indications from delegates of their intention to participate in this activity of the Congress are requested, so that sufficient guides and other facilities may be provided to accommodate all.

DOBBIN'S RETURN BRINGS TROUBLE.

The reappearance of horses in large numbers on streets of larger American cities is creating a new traffic problem.

Old Dobbin is getting into more accidents than he ever did before, he has more annoyances and greater difficulty while making his way through congested streets.

The reasons for his reappearance is that when a horse-drawn vehicle gets into an accident the repair bill is smaller, insurance is lower, and horse thieves have been graduated to auto thieves.

THE POPULAR TYPE.

THE VOGUE OF THE "SIX."

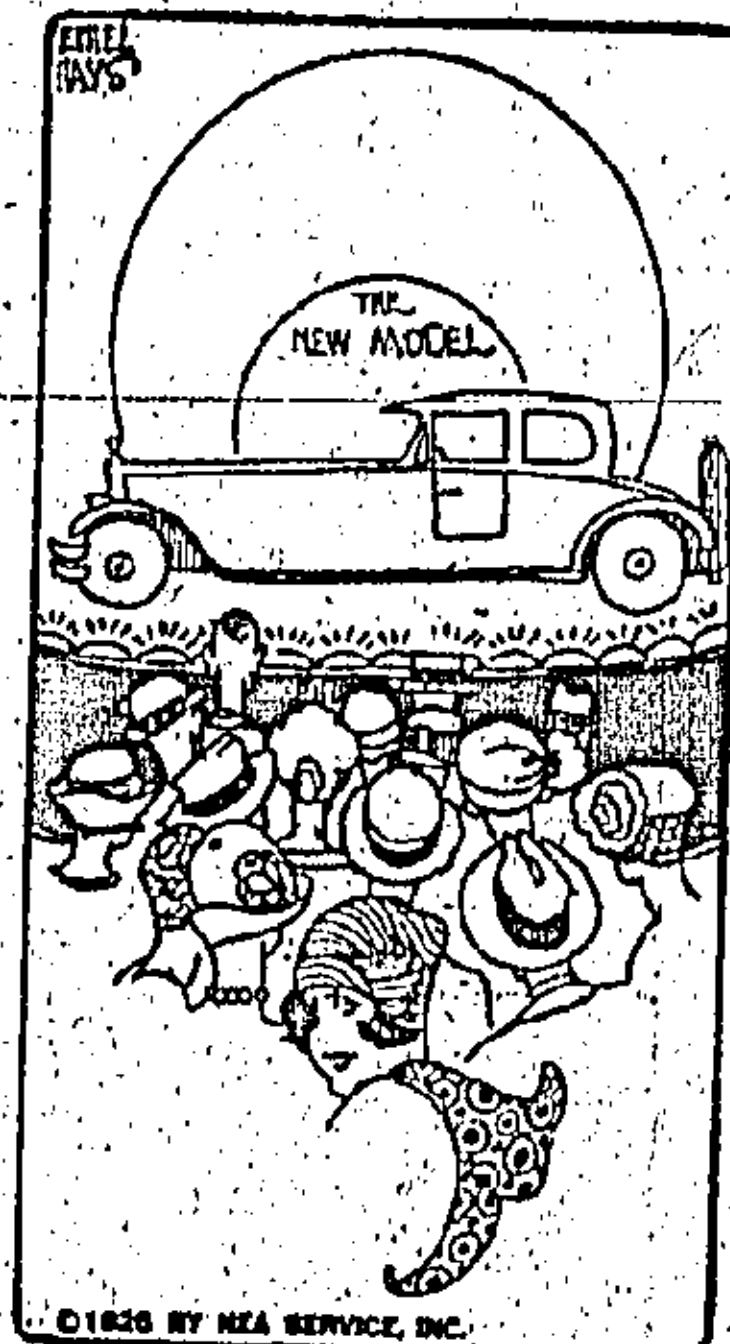
Mr. S. F. Edge recently joined issue with Mr. Wilfred G. Aston over the vogue of the 6-cylinder car.

In the course of a spirited article Mr. Aston wrote: "I look upon the 4-cylinder as moribund. No one who has eyes to see can fail to perceive that the immense number of American cars in popular use owe their existence to the fact of possessing 6-cylinder engines. You would think that British car manufacturers would have appreciated this point, but apparently they have not done so."

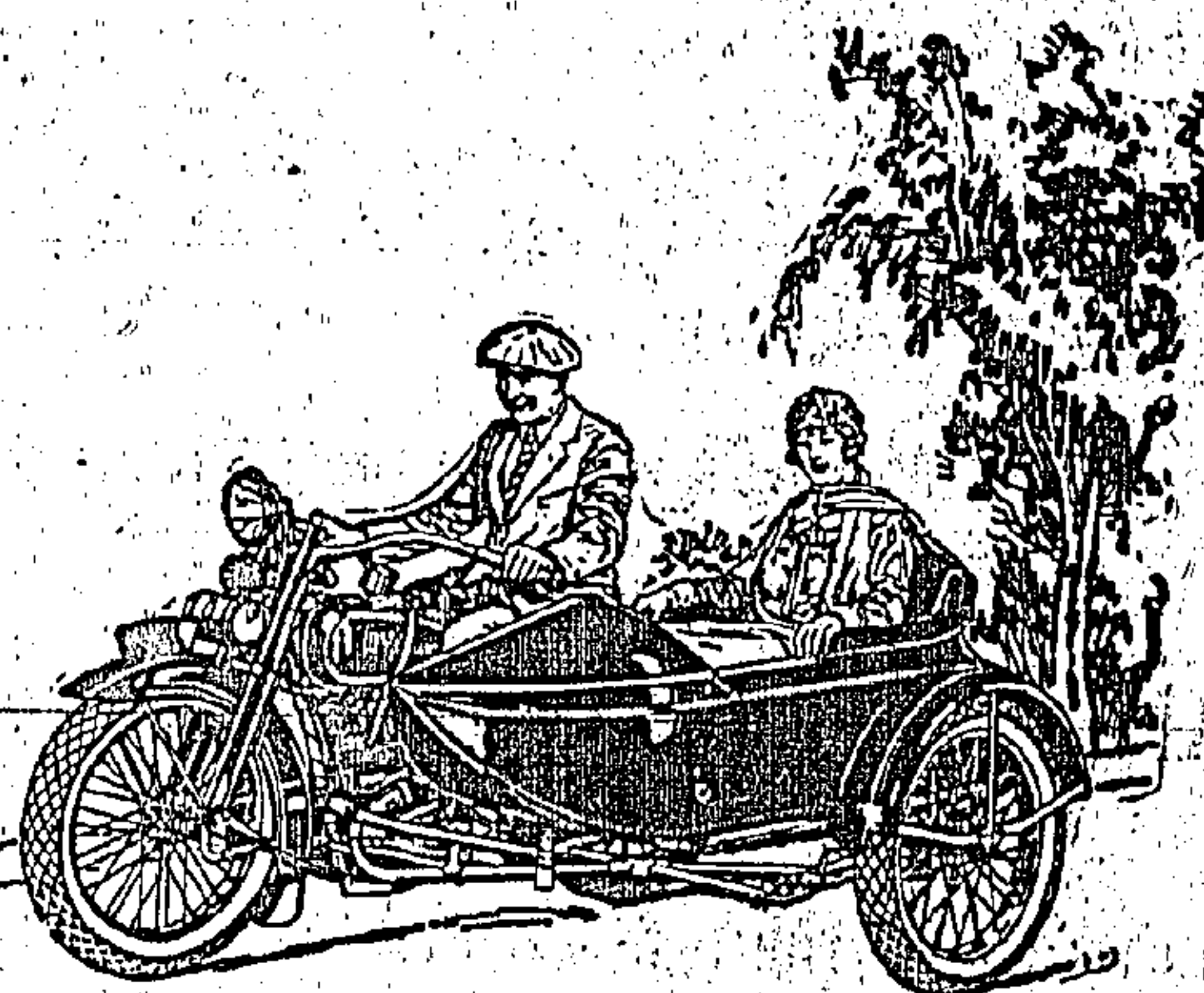
As far as the A-C car is concerned, Mr. Edge's comment on this article is convincing. "Mr. Aston is right—and wrong," he says, "I introduced the 'six' and have for over twenty years been an ardent advocate of the 6-cylinder principle. The Rolls-Royce, a perfect car, and the 6-cylinder A-C have long been on the road, giving daily and hourly proof of the soundness of 6-cylinders. The public, however, are not yet ripe for a complete turn-over to 6-cylinder practice, and for those who still adhere to 4-cylinder cars, the A-C works continue to produce the best light 'four' that money can buy."

AUTOS BETTER EQUIPPED.

A recent test of automobile equipment, such as brakes, lights and horn in Grand Rapids, Mich., shows that automobiles are better equipped now than they have ever been before. Only 374 cars out of 21,179 examined were defective.



If wishes were autos there would be no pedestrians to run over.



BUY a 1927 HARLEY DAVIDSON single and join H. K. Police flying squad. Free licences and petrol allowance. Special prices. Side-by-side valve motors \$575. Over head-valve motors—\$600. Cycles equipped with luggage carrier, speedometer, front and rear stand, electric light, horn and balloon tyres.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.



Mobiloil

Make this chart your guide

It has come to be an axiom of successful business that profit is not the sole end to be sought.

Business success in whatever field is more the result of policies which look to giving service to the public.

The business which, on the whole, is likely to prosper most is that business which aims to give the customer something more than the mere commodity which he comes to buy.

Our business is extraordinarily successful because the products we manufacture are made for the purpose of giving to the consumer maximum service at minimum cost. Little do some motorists realize, at the time of purchasing a cheaper lubricating oil than the correct grade of Gargoyles Mobiloil, that service is the actual motive of the purchase; that service, in all its angles, is what measures the true cost; that price to buy and cost to use are not one and the same—but are two absolutely different subjects.

VACUUM OIL CO.

HONGKONG'S LOWEST COST POWER TRAVEL!

**A. J. S.
TRIUMPH
DOUGLAS
INDIAN
Motor Cycles**

(STOCKS CARRIED)

From one to two cents per mile to operate.

Ample Power for all Traffic and Road Conditions.

By paying half down you can drive any of the above cycles away, licensed and insured. Balance payable over 3 months.

New Models—Lower Prices

ALEX. ROSS & Co. (China), Ltd.

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KOWLOON MOTOR CAR & CYCLE EXCHANGE CO.

— AND —

General Motor Garage,

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MICHELIN TYRES

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The EUROPE-ASIA TRADING Co.

1st. Floor, Pedder Building, 12, Pedder Street.

Ask for the—

NEW MICHELIN PRICE LIST

Showing Latest Reductions

NEW STOCK EVERY WEEK

CHINA UNDERWRITERS, LTD.

FOR

ALL CLASSES

OF

MOTOR INSURANCE

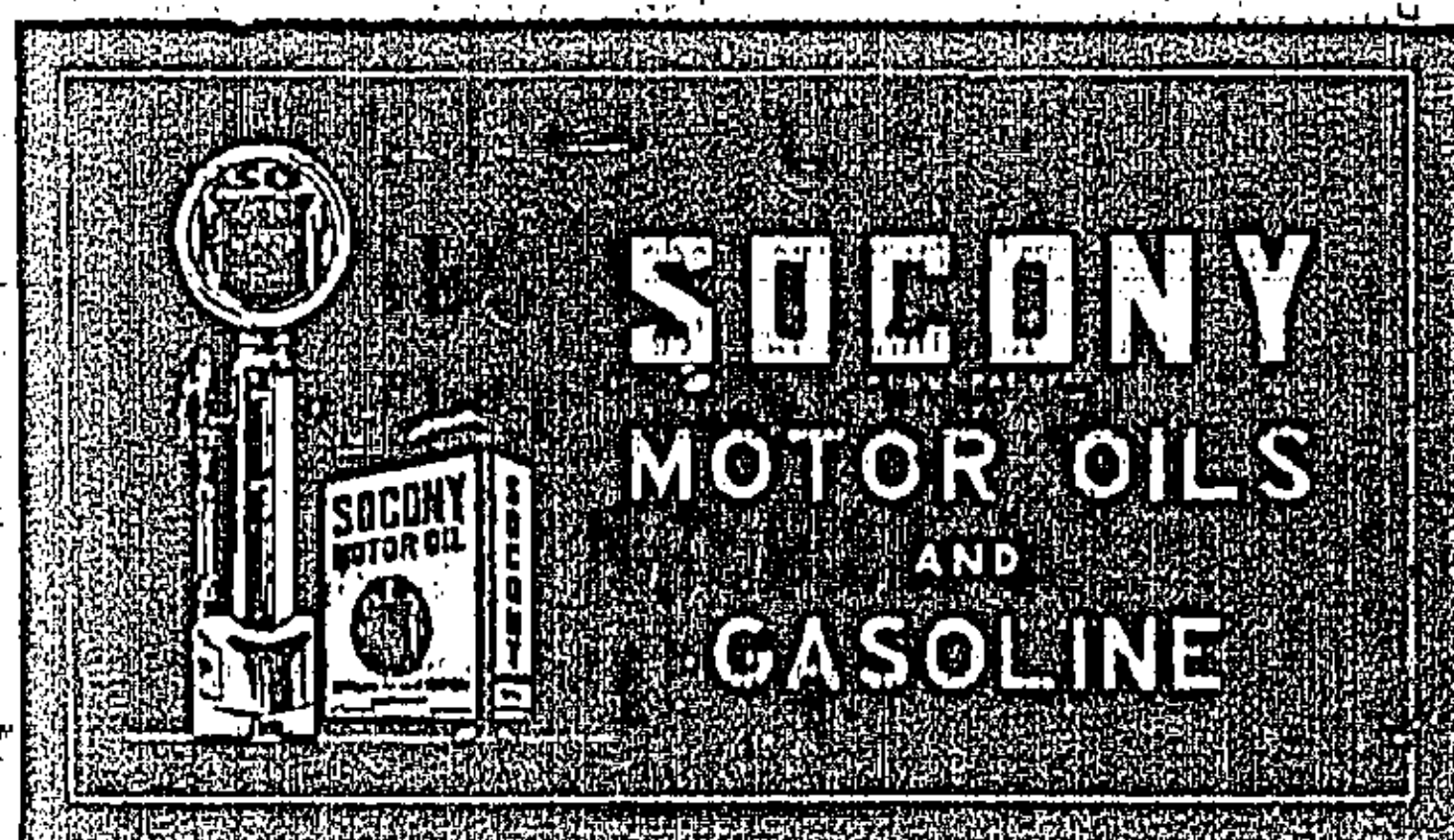
WRITE FOR PROSPECTUS

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ST. GEORGE'S BUILDING, HONGKONG.

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C. 1121—2



MOTOR FLEETS HELP.

American owners of taxicab and motor truck fleets have signified their willingness to co-operate with safety organisations to put down on the death toll of the automobile.

PLAN NEW ROADS.

The Japanese government is planning an extensive road construction campaign which will cost 160,000,000 yen and will result in 14,500 miles of automobile roads.

SMALLER ENGINES.

WITH GREATER
EFFICIENCY.

(BY ISRAEL ELMIN.)

Smaller engines of higher compression and power will come soon, with the desire on the part of engineers to effect lower costs in the manufacture and use of automobiles.

With such engines will come greater mileage to each gallon of gasoline. With them also will come more universal use of special anti-knock compounds that will help much in postponing the day when our supply of oil will be depleted.

And alongside the savings and greater efficiency of the power unit on our future automobiles, there will be great reductions in tyre and body costs and in their maintenance.

Even to-day, a beginning is being made in this great saving and efficiency programme. The use of what is called a "chemical accelerator" in the rubber industry is prolonging the life of tyres and saving some \$50,000,000 a year for the American motor public.

These chemicals have speeded up manufacturing processes so that some \$80,000,000 additional capital investment by the rubber manufacturers is saved.

Yet the tyres produced by this accelerated process even to-day has increased tyre mileage a total of 25,000,000,000 miles a year for all the cars in the country.

MUCH GAS IS SAVED.

The greatest boon on which auto engineers depend, however, is the anti-knock compound of lead content—tetra-ethyl lead. By use of this compound, it has been declared, we could decrease the consumption of gasoline by 40 per cent.

Figuring an annual consumption in this country alone of 11,000,000,000 gallons of this fuel, at only 20 cents a gallon, we realize a saving on this item of more than \$800,000,000 a year.

And the duration of our fuel supply by the use of this compound, could be almost doubled.

That isn't all, however, that this form of anti-knock compound could do for us. Its use could stand the installation of engines with higher compression ratios in our automobiles. For the tiny lead particles in the anti-knock compound serve to ignite every bit of the gas in the engine cylinder, losing none by lack of ignition and considerably increasing the force of the explosion.

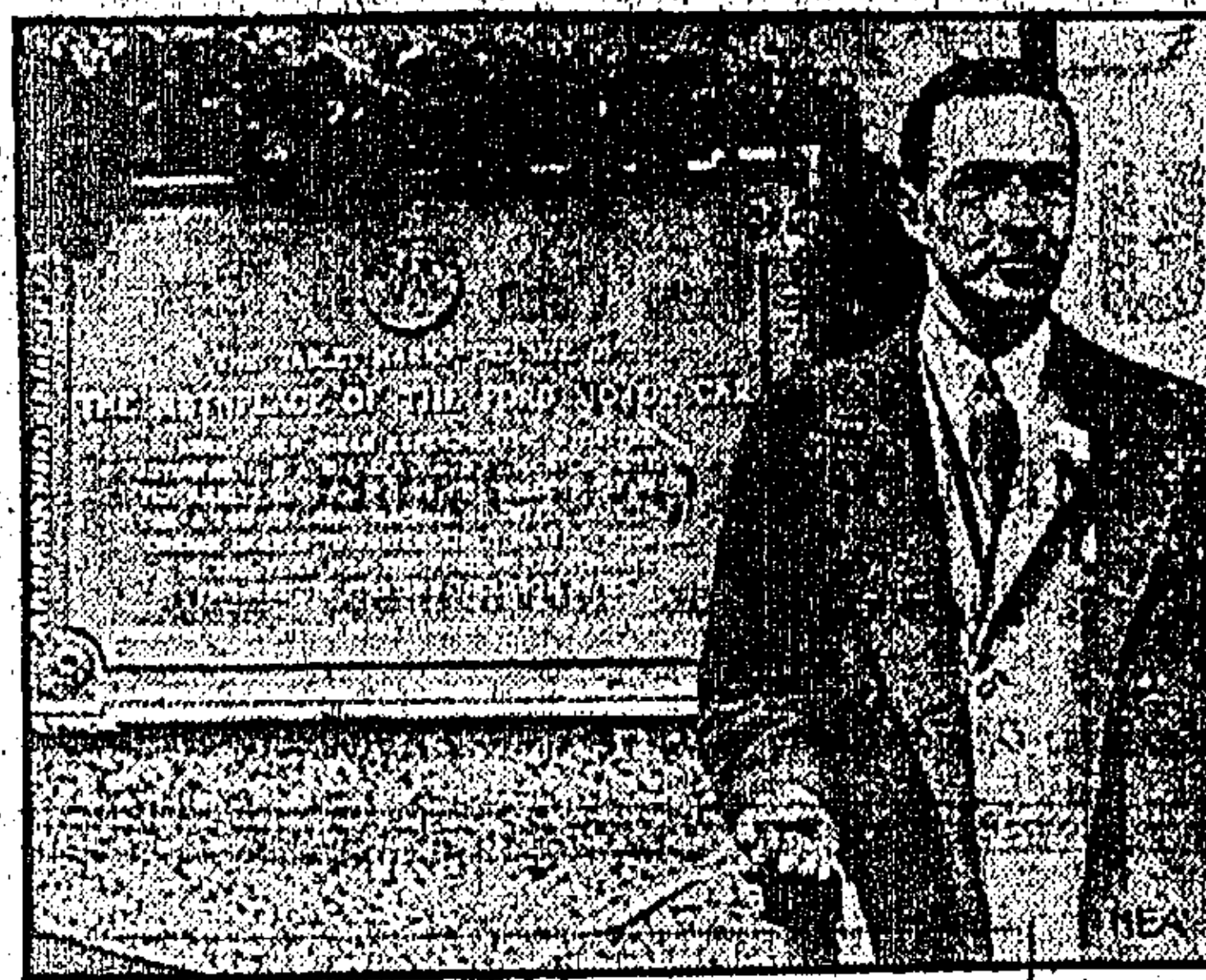
MORE POWERFUL ENGINES

That call for the design of smaller engines that could stand this higher compression or power. And that is what engineers are looking forward to. They see more powerful engines, on less gasoline, with greater resultant mileages and longer life. But production of such engines must wait until there is assurance that the supply of anti-knock gasoline is nationwide.

There is a tendency also toward the two-cycle engine. The modern four-cycle engine, engineers point out, is going through twice as much work to perform what could be done in two strokes.

In the engine of to-day the piston takes four strokes; two up and two down, to exert one push on the crankshaft, the only stroke that makes the car go. The two cycle engine, however, to which engineers look forward, makes

MARKS LIZZIE'S BIRTHPLACE.



This tablet, unveiled at Detroit by Edsel Ford, reads: "Henry Ford began experimenting with the automobile in a small workshop located here in the early nineties. In 1894 he produced his first car—a two-cylinder machine mounted on a light chassis geared to rubber-tyred bicycle wheels. In the year 1926 the Ford Motor Company produced its fourteen millionth motor."

U. S. SMALL CARS.

PREDICTED PRODUCTION.

New York.—Three of the big manufacturers experimenting with the small car in the United States will have their products on the market by the spring of 1927.

Erwin Greer, automotive engineer, predicts this and goes further in foreseeing the end of the heavy motor car still in use today.

"At the New York and Chicago automobile shows you will undoubtedly see several samples of the mosquito car," Greer says. "For the motor industry has taken seriously to the idea of a small, short wheel-base, narrow-tread motor car."

Several types of French and English cars are known to be on trial in America. These, Greer believes, can be produced here at much lower cost than in Europe. At the same time they would be more economical to operate, easier to handle and would relieve traffic.

"The next two years," Greer adds, "will see the most revolutionary changes in the history of the automobile industry. The oversize, overweight motor car cannot survive even in the limited quantities in which the higher priced automobiles are now produced."

each downward stroke count as power. Here is the possibility of a smaller engine, with shorter stroke and faster speed, saving much energy to operate the car.

The two-cycle engine is in use in Europe, on several types of small cars, and has been giving good service at low cost. In America, a large automotive engine manufacturer plans to introduce the Argyl two-cycle engine shortly. This is a sleeve-valve type of engine for which the designers claim higher efficiency and longer life.

MORE RECORDS.

THE TRIUMPH RECORD
BREAKER.

There are many speedways in the world where the crack motor cyclists vie with one another in getting out of their engines the absolute limit of speed, but there is none so famous as Brooklands, the Weybridge track which has staged innumerable exciting contests. To this battleground of speed the world record-breakers foregather, but foremost among them is Victor Horsman, who, since he became associated with the Triumph Co., has at one time or another annexed no fewer than 116 British and world records on his famous Triumph 2-valve machine. On a recent Saturday he gave an extra turn to the early visitors to the track before the opening of the Essex Club Meeting.

Mr. Ebbelwhite, the time-keeper, went down to the fork with Horsman, and all practising cars and cycles were ordered off the track. Soon the lone rider was buzzing rapidly round, and succeeded in netting another six international records in the 600 c.c. side-car class.

LIGHT

ELEGANT

ROOMY

FIAT

FIRM

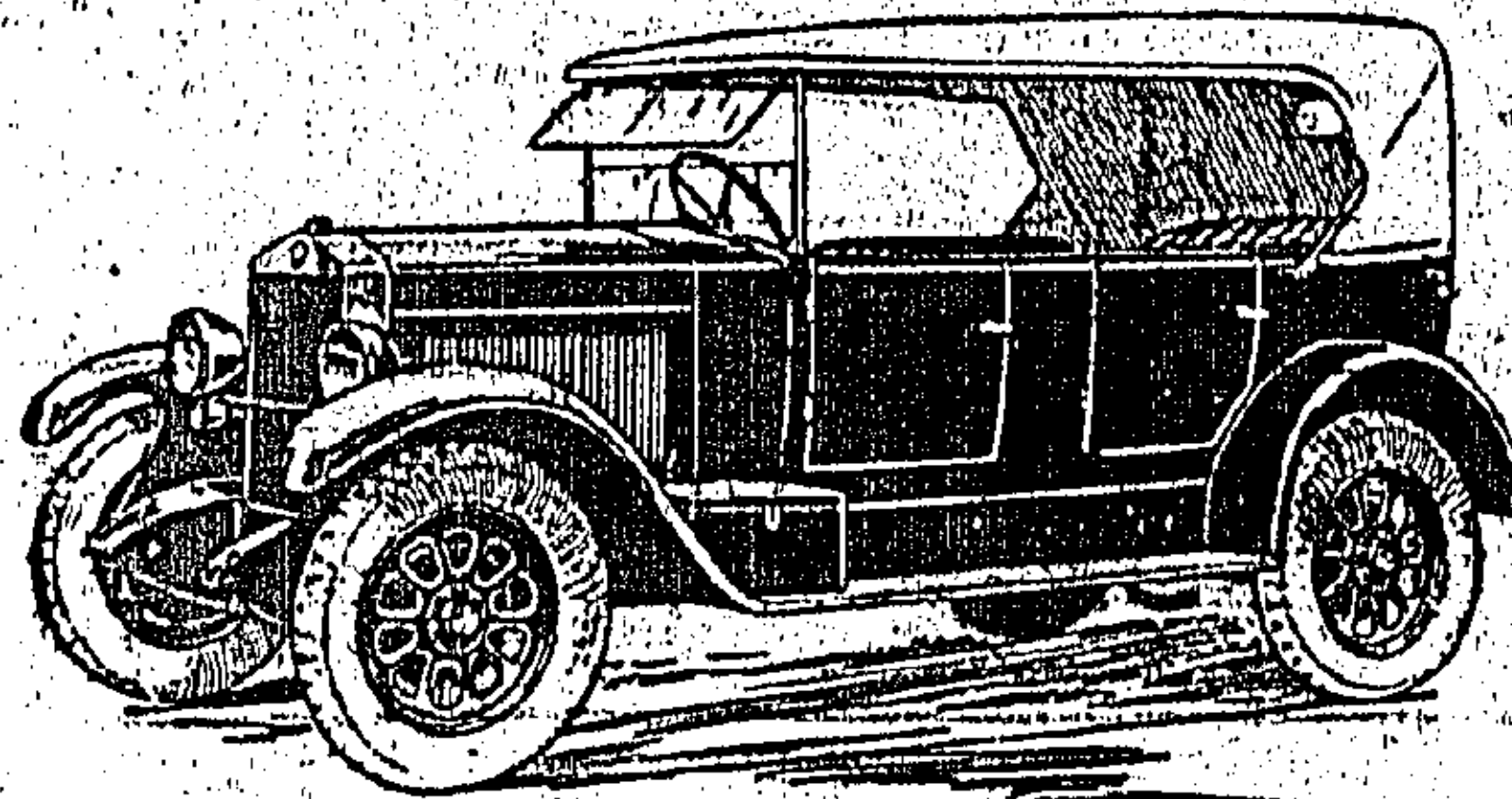
SILENT

SURE

FIAT—MODEL 503

(35 Miles Per gallon)

NEW SHIPMENT ARRIVED



Light, silent, and economical, the Model 503 with its metal frame, combines elegance and comfort.

Its metallic frame, electrically welded, is firm and cannot be distorted, thus ensuring a perfectly silent car.

Insulating material is inserted between the body and the chassis, deadening every sound and eliminating creaking.

The metallic body members are very light and strong, rendering the whole car very light and sturdy.

Let us show you this fine car.

Engine: 4 cylinder 15/30 H.P.

Speeds: 4 forward, 1 reverse

General equipment: Speedometer, clock, 4 wheel brakes, Balloon tyres, sparewheel and tyre, Head-lights (self-dimming), metal parts nickel-plated.

The very best you can get for your money.

Agents:— for Hongkong and Canton

Societa Italiana Imp. Esp. Estremo Oriente, Ltd.,

Managers

A. GÖEKE & COMPANY,

3rd Floor, China Building.

Telephone C. 2221.

Telephone C. 2221.

IGNITION A TROUBLER.

Ignition troubles proved to be responsible for a majority of calls from stalled motorists, according to findings of the Automobile Club of Southern California.

EYE TESTS FOR DRIVERS.

Only five states make automobile drivers pass eye tests, according to survey of the Eyesight Conservation Council of America.

PACKARD

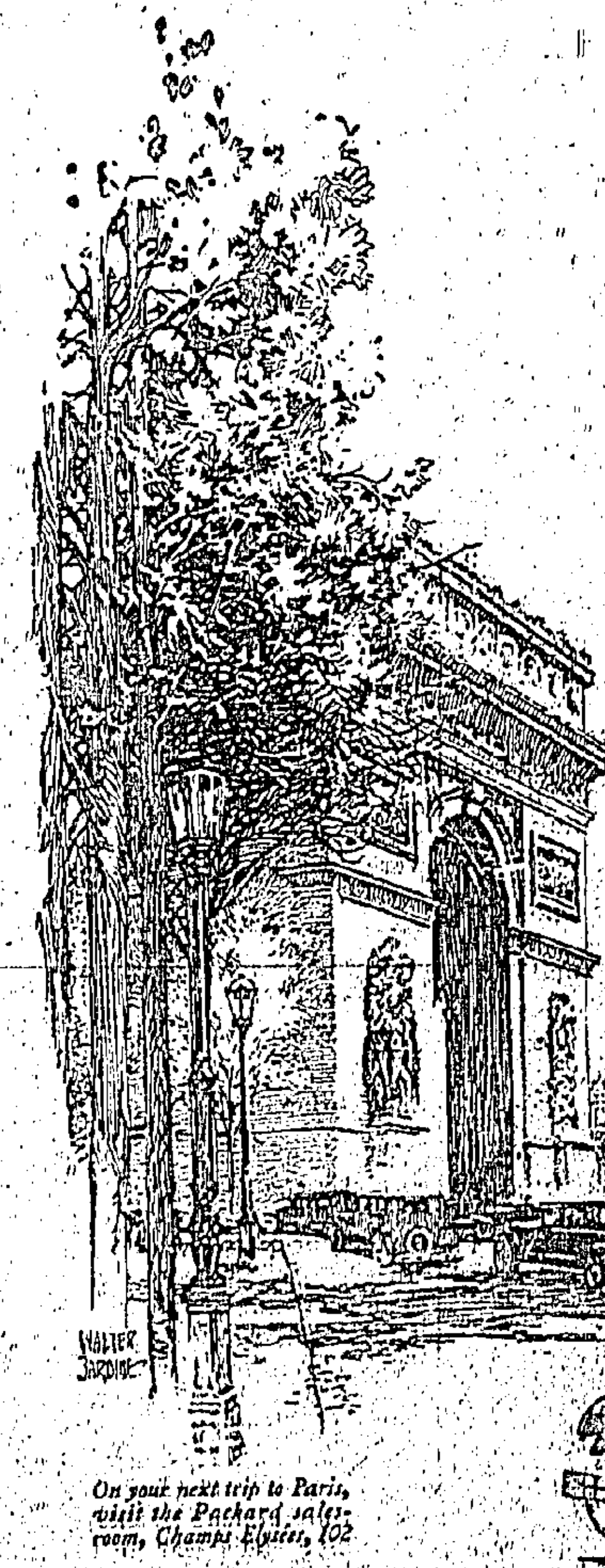
*Unsurpassed
Performance*

BRIDGING the turbulent Parisian traffic stands the majestic Arc de Triomphe—culmination of a sculptor's dream! Beneath it pass, in review, the chosen motor cars of both continents.

A Packard, its beauty undimmed by this rare setting, pauses with the traffic—then leaps ahead, quietly but definitely asserting its mastery of the boulevard. The powerful agility of this newest Packard is the culmination of an industry's ambition.

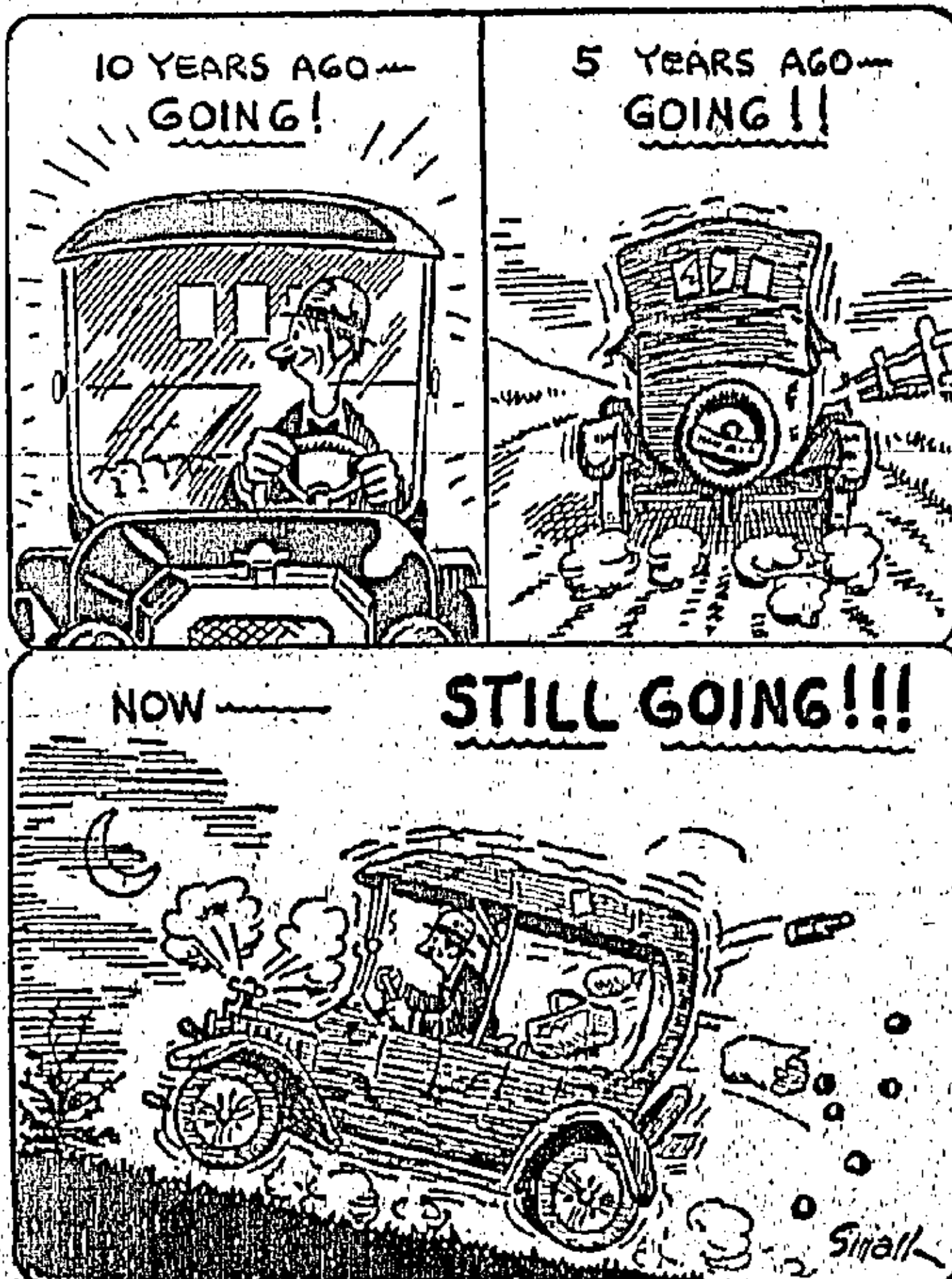
The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Rd., Happy Valley, Hongkong.
Tel. C. 1246 or 1247

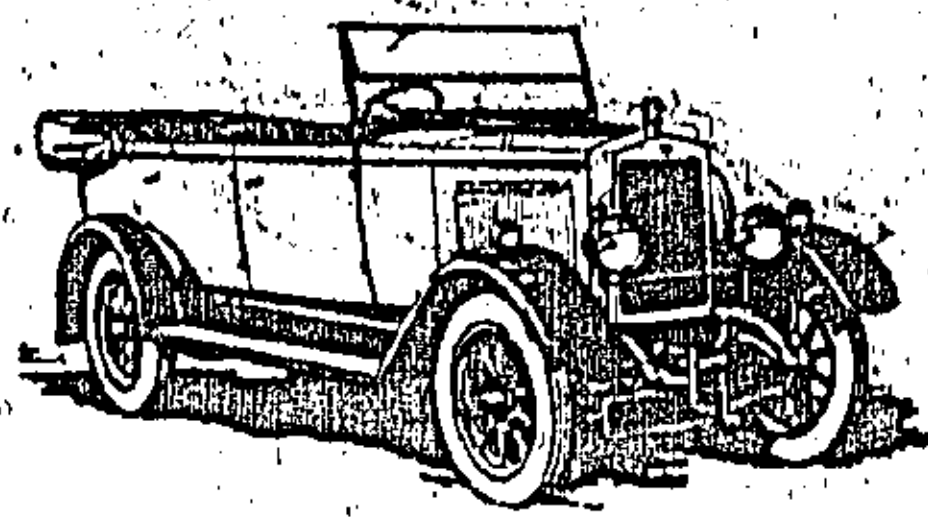


On your next trip to Paris, visit the Packard saloon, Champs Elysees, 102

ASK THE MAN WHO OWNS ONE



These 4 Values



of the new
"World"
models.

are converting the World
to Morris motoring:—

The "Transport" Value

- thirty miles per gallon
- fifty miles per hour
- reliability that is proverbial
- ten years' service.

The "Comfort" Value

- really efficient suspension
- the famous silent MORRIS engine
- complete equipment
- Dunlop low-pressure tyres.

The "Social" Value

- roomy English body
- elegant appearance
- delightful colours.

The "Re-Sale" Value is unapproachable

- because the car is almost monotonously reliable, and is backed by well-organised service.

Keep abreast of this big motoring "charge-over,"
—order your Morris NOW—

MORRIS

"the Wheel of the World"

For Price £190 up

DELIVERED IN HONGKONG

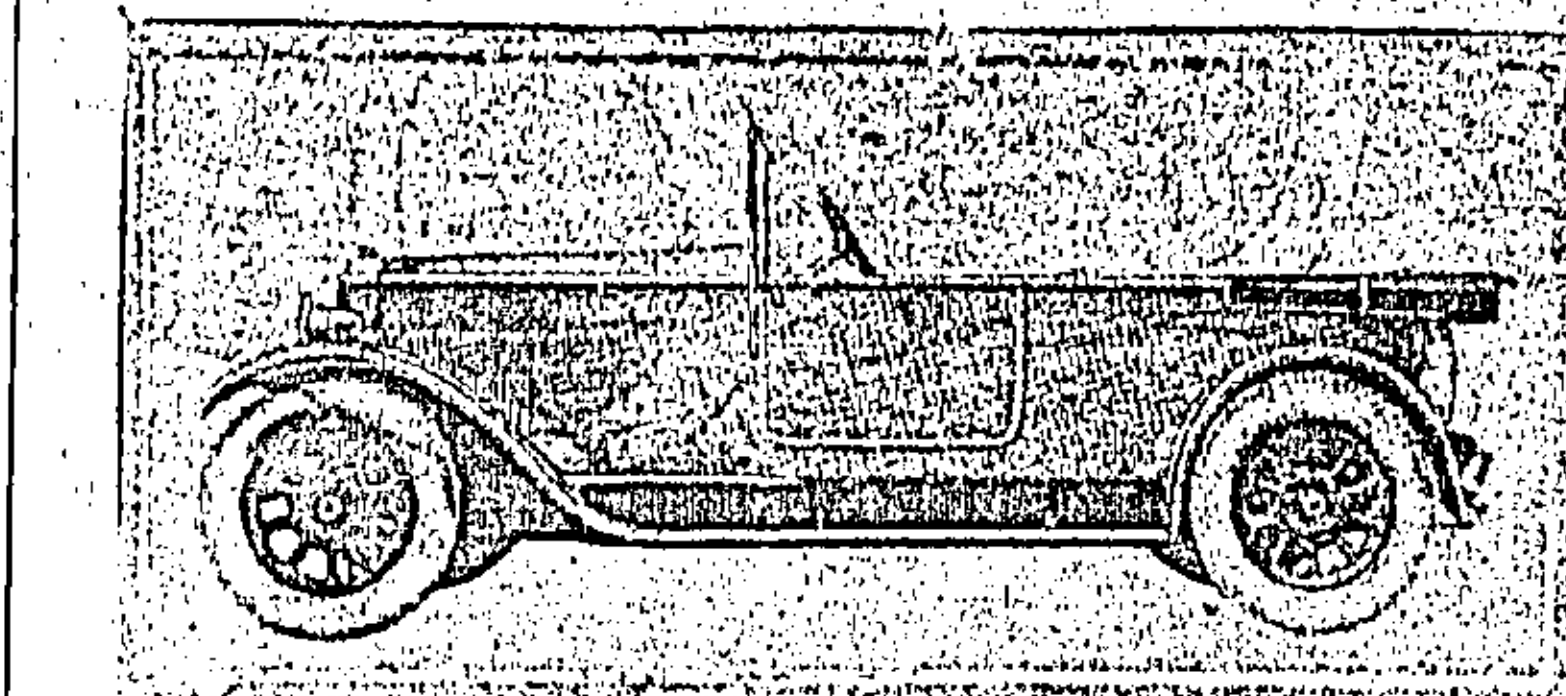
APPLY—

Hongkong Hotel Garage.

PIA T. STABILITY.

A TRIAL AND AN EXPOSITION.

I have discovered the biggest thing in small cars to date. And the public is not yet aware what it can do. Save one, it is the smallest multi-cylinder engine car I have ever driven, but the car is by no means the second most compact in accommodation, and its performance in over 1,000 miles, picked for hills, has equalled that of a high grade middle size, 4-speed car having a good powerweight ratio; yet this miniature engine machine has three speeds forward. It achieves a surprising average in really difficult country, yet, as motoring goes, you need never travel at a fast speed at any moment. Moreover, I have never known a four-cylinder engine car of any power that had a greater capacity for saving the driver from fatigue. My passengers at different times have all expressed the same impression. The engine ignores hills, as the brakes do descents, so easy is it to maintain speed with absolute safety and with no hint of forcing. The car is relatively so light that it does not hurtle down grades, yet its road adhesion is astonishing.



THE BIGGEST THING IN SMALL CARS.

What car has this wonderful combination of features, possessing a calculated maximum speed on the flat of 54 m. p. h. and proved in my test to attain 51 m.p.h., yet I never travelled all out because it was impossible to get road conditions that would permit of that—and which will travel up hills on first speed at 26 m.p.h., and on second at 30 m.p.h., making rings round most large cars by reason of its extreme handiness? None other than Fiat's model 509, and £8 tax nominal 9 h. p. overhead valve engine machine with an overhead chain-driven camshaft, the four cylinders having a volume of 990 c.c., otherwise only the size of large motor cycle engines. There are few things in the specification which would lead you to expect anything

surprising for the £215 asked for the four-seater, completely equipped for the road.

ON DISAPPEARING UP DARTMOOR.

If you would really know a car like this you must not be content to use it merely in the Home Counties or Cheshire. Admittedly, thereabouts you can find plenty of opportunities to enjoy the maximum flexibility of the top speed, the good brakes, and so forth. But you can merely taste the fringe of its many qualities. In the middle of Dartmoor, in a steep lane forbidden even to 16-passenger motor vehicles, I happened on a large private car, the occupants of which put up their hands in alarm to stop me, for they were stationary and they imagined that it would be impossible to pull up the 9 h.p. Fiat on the steep pitch in the space available. Without using the brakes to near the full force I was at a stand 50 yards from them, and discovered

that a vehicle in front of them had broken down and was athwart the road. An old gentleman, who owned the large car that was delayed in front of us, got into conversation, and told his son, a man of about 40 or 50 years, who was driving, to make way for us when the car would start going again because he was interested in this Fiat and wished to observe its performance. The son, well mounted, obviously resented the idea and did not propose this procedure; nor did we require it ourselves, though we had promised him, in answer to his question, that as he wished to enjoy some sport, if we started in front of him he would never catch sight of us until he got to the top of the moor. The son had his way for the first few corners. But each time the passengers in the back of his costly, high taxed powerful car told him we were accelerating up to him and having to check our progress. At last he gave way at his father's repeated instructions, and we were invited to pass. We did so without seriously attempting to accelerate until we were well clear of him. Three hundred yards farther on we rounded a sharp corner, followed, at as many yards, by another. After that nobody aboard the Fiat could discover where the large car was until we had made a descent many miles farther, entirely on the brakes when all the other cars we were passing were in low gear, and having made the subsequent ascent, from that altitude we then saw our friends in the large car cautiously approaching the very top of the long descent! We were leading by miles in distance, represented by one of the longest descents on Dartmoor and one of the stiffest rises, namely, down to and up from Dart Meet. It appeared that our friend the owner came from Cheshire and purposed to buy one of these 9 h.p. Fiats. I wish him the best of luck, for that north country sportsman had judgment keener than the average.

CARELESS DRIVERS.

MANILA URGES IMPRISONMENT.

Considerable criticism is being heard on the Senate's passing, the automobile bill without provision for the bonding of chauffeurs, considered the most constructive part of the proposed measure. The senate substituted for the section one to create a board of examiners of three members, the director of public works or his deputy, the public utility commissioner or his deputy, and a representative of the Chauffeurs Association of the City of Manila. Like boards would be provided for each province. The boards would be required to conduct examinations at least once a year and all applicants for licenses would have to appear before it.

BONDING PROVISION DEAD.

The section killed by the senate provided that each chauffeur furnish a bond for P1,000. Failure to include this section, according to critics, means that no decrease may be expected in the number of accidents. It is only, say they, by impressing each chauffeur with his responsibility that these accidents can be avoided. The bond of P1,000 may be too high, and if so, it might be reduced, but it should not be removed altogether.

Another substitute for the bond measure which has been suggested would provide for subsidiary imprisonment, not to exceed one year, for careless driving which resulted in injury to any person. The government would pay the injured party P1 a day for each day served in prison by the chauffeur and itself would receive the services of the convicted.

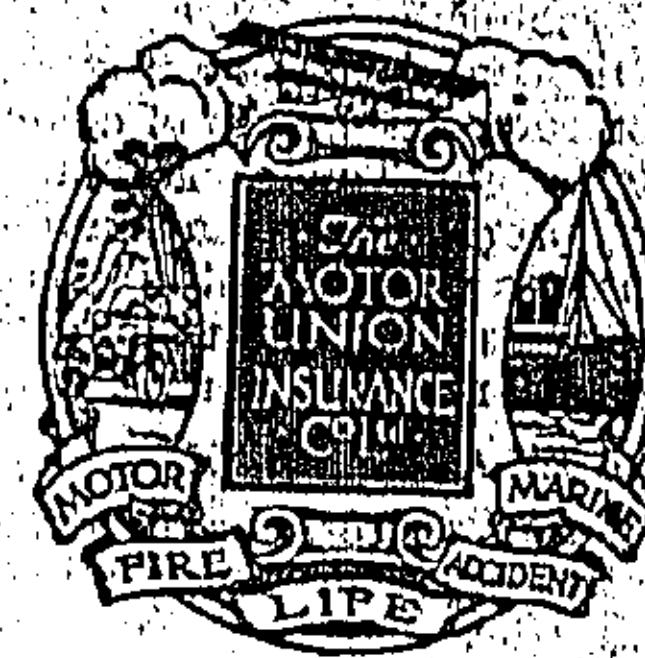
Advocates of this measure call it more practical than the bonding measure, saying that a driver with a year in Bilibid in prospect would operate his car more carefully. The cost of bonding the chauffeurs, say they, would in nearly every case be paid by the owner of the car, at no expense to the chauffeur, who would have no more reason to realise his responsibility than he has now.

A provision for imprisonment with the injured party receiving P1 a day as damages would kill two birds with one stone,—the injured person would be provided for and lawless driving decreased. No man, say they, thinks of prison as a pleasing prospect.

SUBSTITUTE IS SCORED.

The substitute amendment passed by the senate is characterised as impractical and foolish. The bureau of public works already has a system through which any applicant may apply on any working day and show his ability to drive a car. An examining board, meeting only a few times a year, would be highly inconvenient to applicants and a decided step backward from the present licensing method.

The automobile bill, as amended, goes to the house of representatives.



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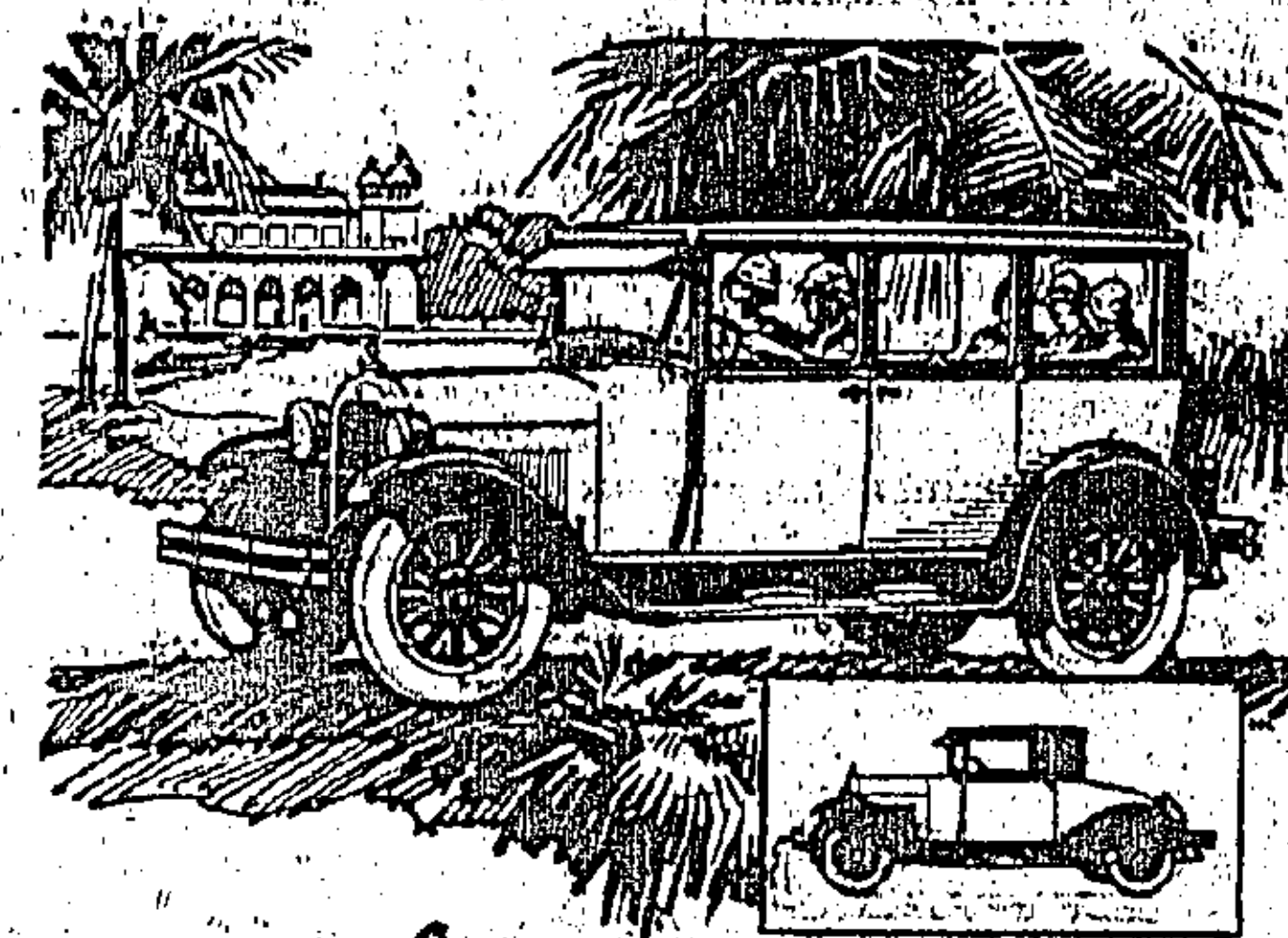
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Phone C. 587.



LUXURY, COMFORT

in hot or cold climate

Dodge Brothers closed cars are ideal all-weather cars.

They combine full protection against dust or rain-storms, yet afford full vision and ventilation too. They have the coolness of an open car, in hot weather.

In every kind of climate—in British East Africa, in South Africa, in India, in Australia or in the colder climates of North China, or in Japan, they are providing equal qualities of riding, driving and weather comfort.

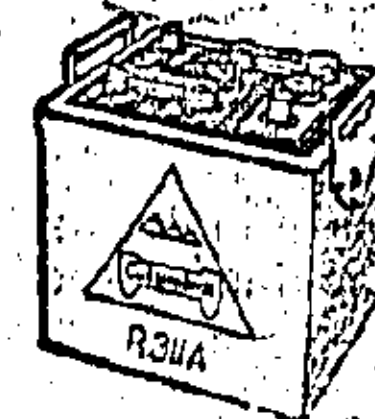
They maintain, moreover, an exceptionally good appearance over long periods of time.

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Faithful Servant of
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FROM the uneventful task of driving over broad boulevards in the world's largest cities to the gruelling work of carrying heavy loads of mail and freight through the rugged bush roads of Australia—over a million Studebaker cars are daily proving their dependability. Whether the requirement be usual or unusual, you can depend upon Studebaker cars to take you where you will—safely, surely and economically.

You may be sure that if it costs less, it is not nearly so good as a Studebaker; if it costs more it may be no better.

THE HONGKONG HOTEL GARAGE.

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All Communications for
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REV. G. E. S. UPSDELL
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P. O. Box 116.

"SNAPPINESS."

THE CAR OF TODAY.

It used to be comfort, economy of operation, speed, pickup and other technical feature that sold automobiles.

Today it's snappiness. Snappiness is produced by the flashy colors you see on the streets today, by the low-hung roadsters and by the rakish designs of the larger cars.

Solid black and dark blue finishes have slowly been giving way to brighter colors both inside and outside. Manufacturers are watching the styles in silks and other women's wear materials to guide them in the proper selection of colors for their products.

COLOR AND DESIGN UNITE. So we may expect color changes in our cars to accompany the color variations in the fashions of the day.

In addition, the lines of the snappier cars are following closely the lines of fashion.

"The appeal of color in automobiles, depends on the relation of the colors to the body lines of the car and to the fashions and moods of the moment," H. Ladyard Towle, prominent color

and paint specialist, advises automobile producers.

So they've been making a study on the relationship of color to design. For Towle has said that by proper combination of color masses and lines, it is possible to make a car appear longer or larger than it really is.

HOW AUTOS RATE.

The manufacturers have even gone into a study of the human mind, in their desire to choose exactly the right colors for their cars. They've analyzed the types of persons who buy the various car models and have reached the following general conclusions:

1. Persons who buy roadsters go in for dashing colors and speedy lines.

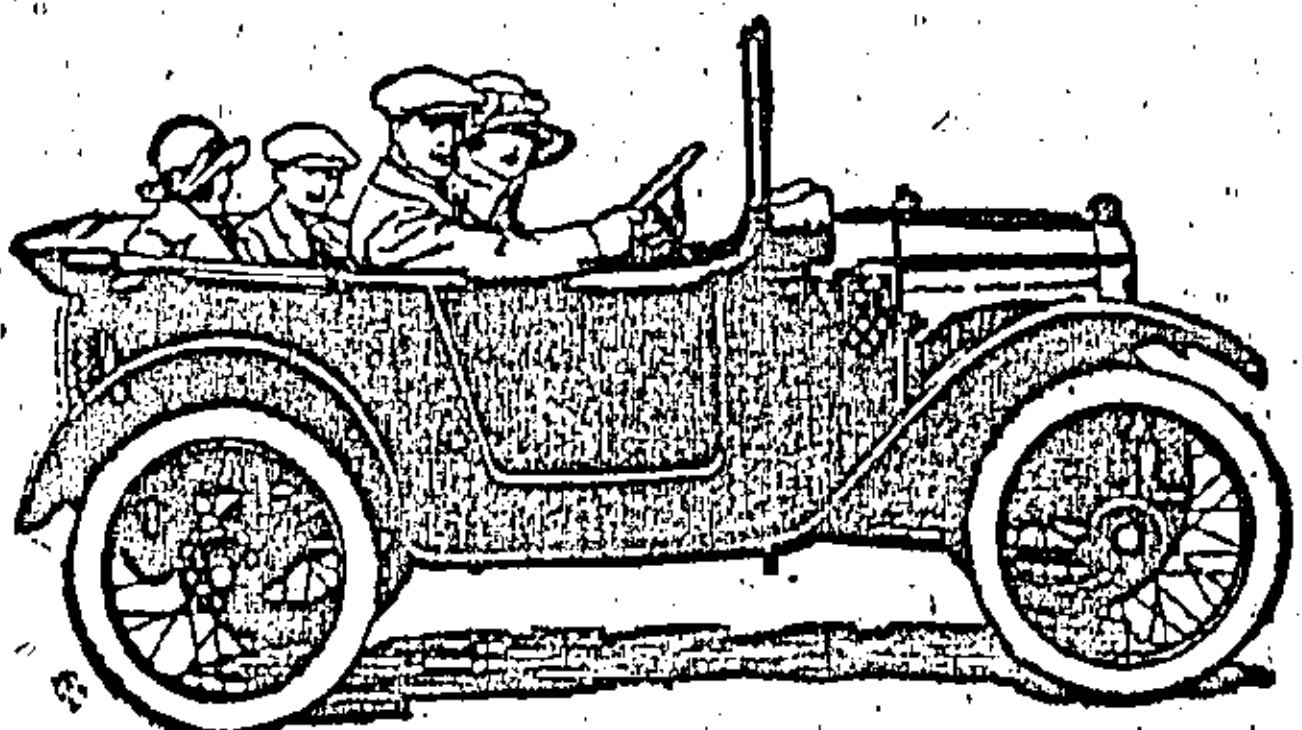
2. The coupe is next in dashiness of design and color, although it has to comply with requirements for everyday practical usage.

3. The brougham calls for an extra touch of style that isn't demanded in the coupe.

4. The family touring car, coach and sedan may be more sedate.

Proof of the pudding is shown in the return of the roadster this year and in the popularity of colors that had never before been seen on automobile.

NOW IS THE TIME



By paying \$800.00 down you can drive an Austin Seven away Licensed and Insured. Balance payable over 6 months.

LOWEST INITIAL COST!

LOWEST UPKEEP!

NO GARAGE BILLS!

NO TRAFFIC DELAYS!

New models, Lower prices, Fixed Rates From £165.00

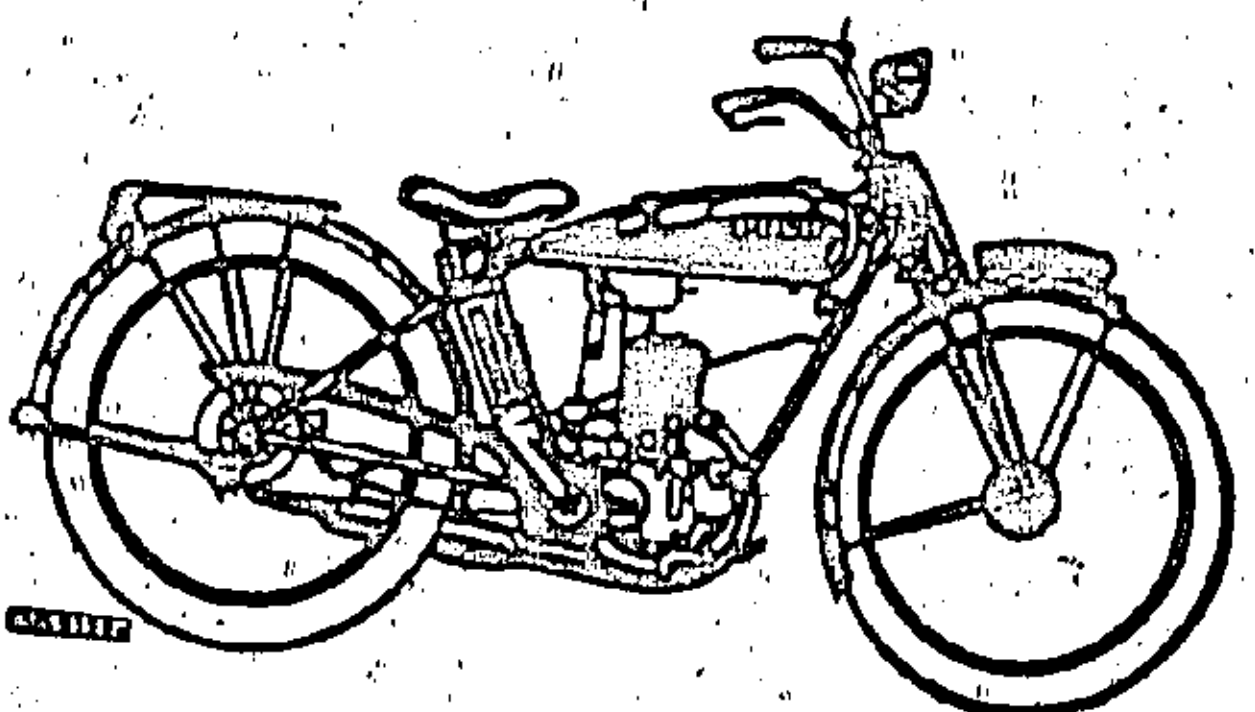
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Puch Motor Cycles



3-H.-P.

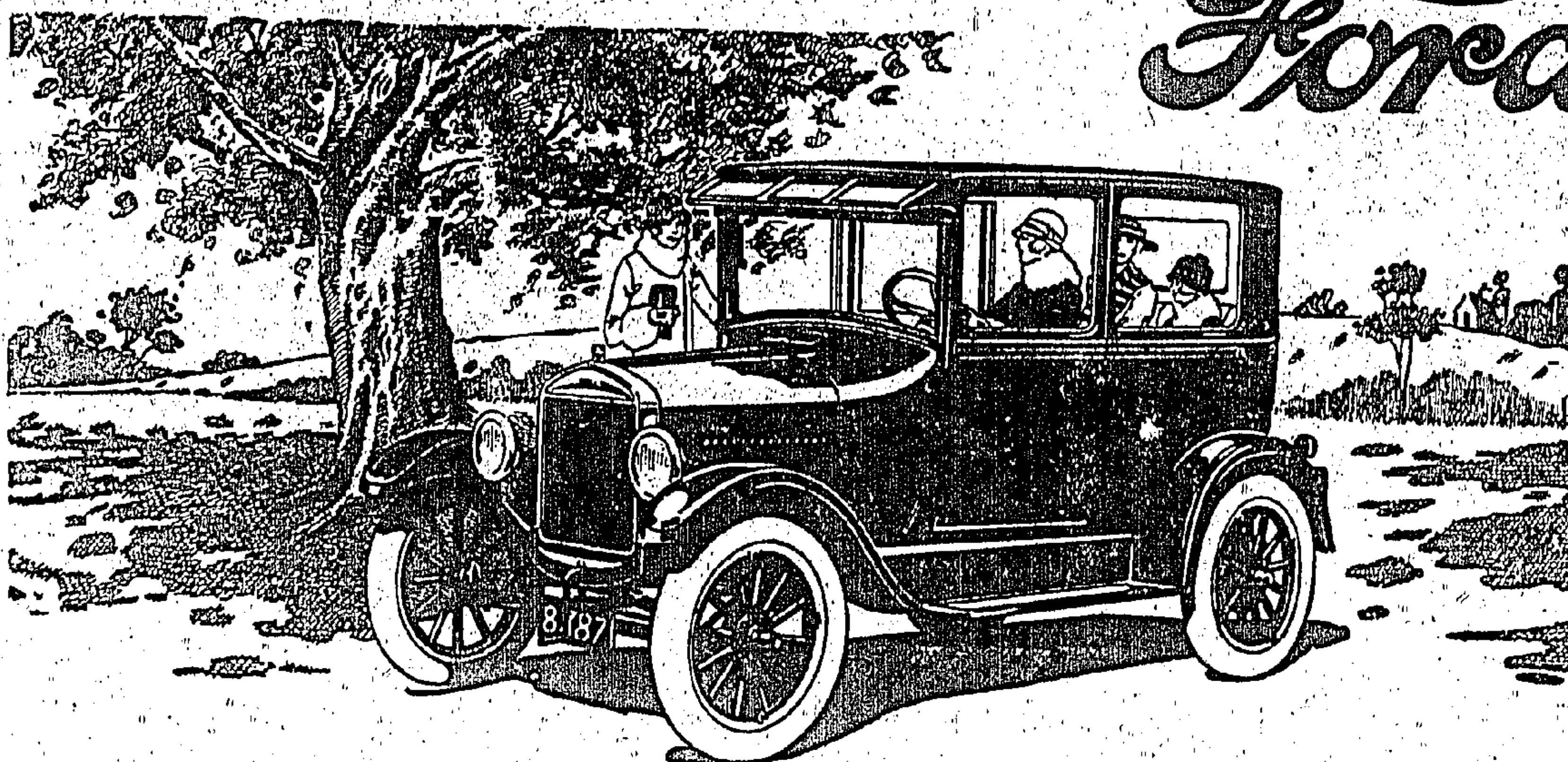
In order to introduce these excellent little machines, we are making a special offer.

\$350 CASH **\$350 TERMS**

Call and make an early inspection at our office.

LEYSECO CHINA CO., LTD.

PHONE: C. 1221 4TH FLOOR, BANK OF CANTON BUILDING 6, DES VOEUX ROAD, CENTRAL.



The new Ford Tudor Sedan is an attractive closed car with all steel body and painted with the new pyroxylin finish and bright nickeled radiator. A pronounced streamline effect has been achieved by dropping the chassis and lowering and lengthening the frame. This also results in greater riding comfort, because seats are low and deep, and the car is roomier.

Visit our showrooms and we shall be glad to explain to you the many new features, such as the gas tank that is filled from outside, one-piece ventilating windshield, larger fenders, attractive upholstery, wider running boards and doors, and improved brakes.

ANDREW HARPER

Authorized Dealers

Chatham Road, Hung Hom, Kowloon; 6 Queen's Road, Central.

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TUDOR SEDAN

Price with balloon tyres and

SELF-STARTER

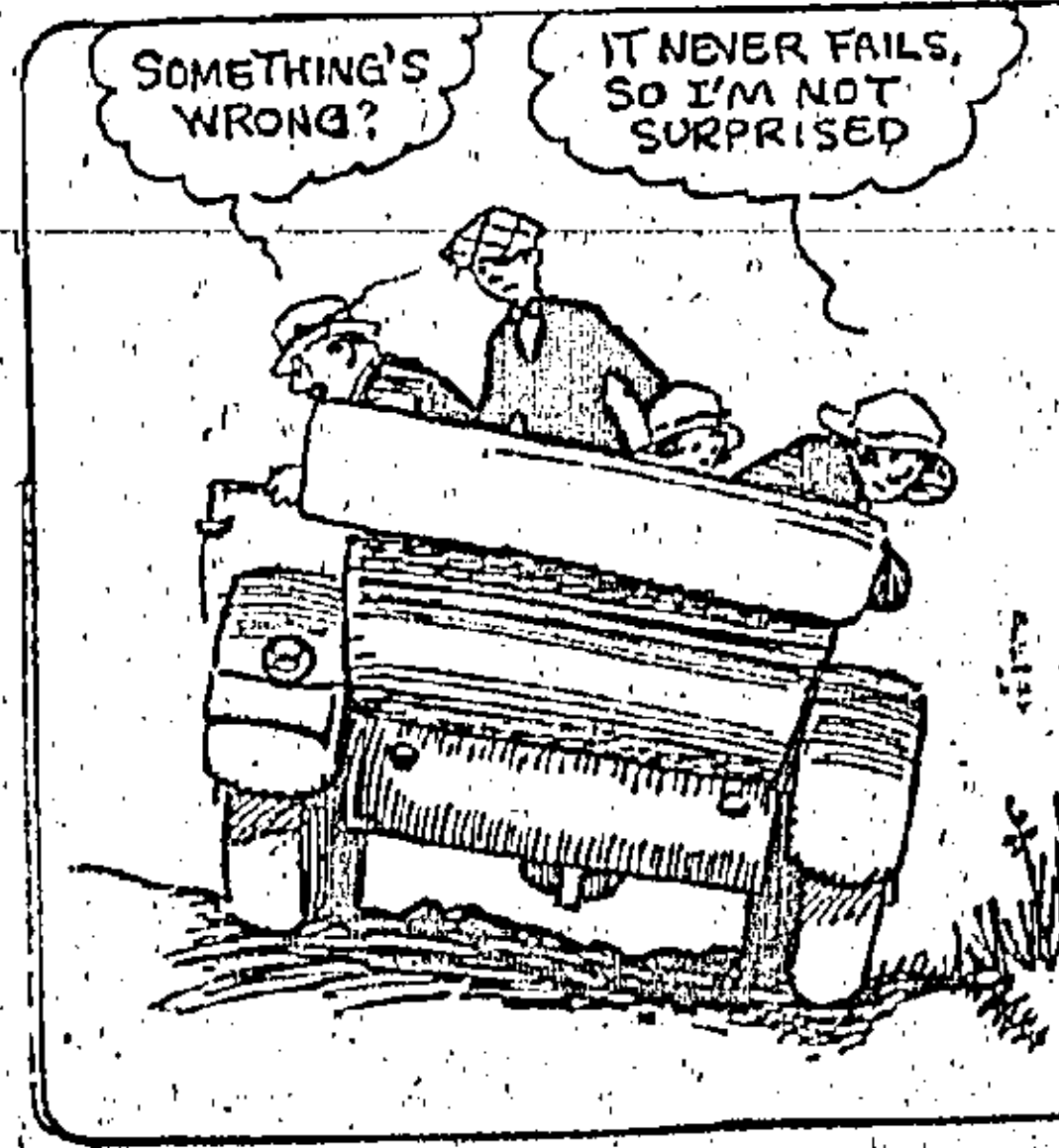
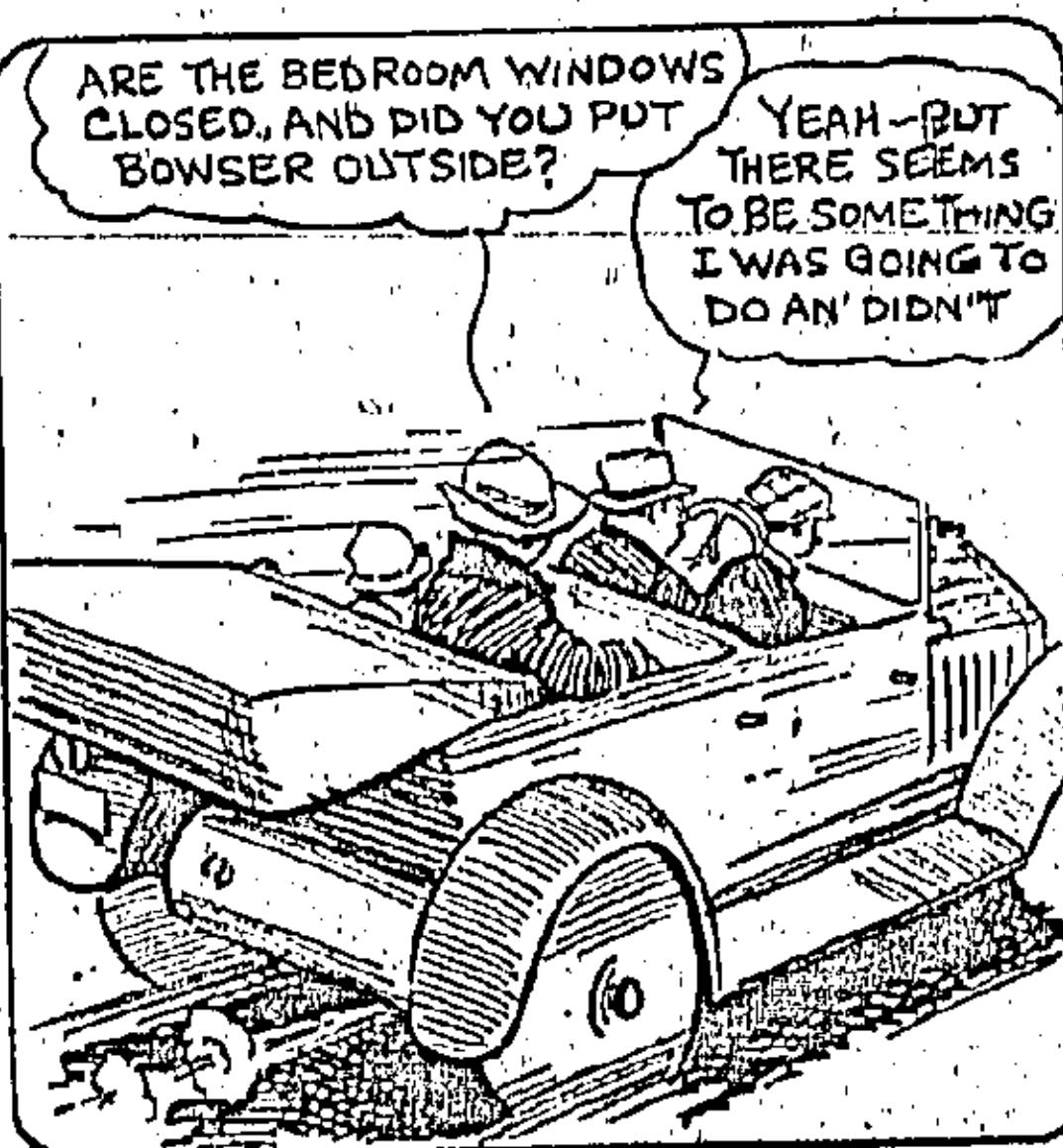
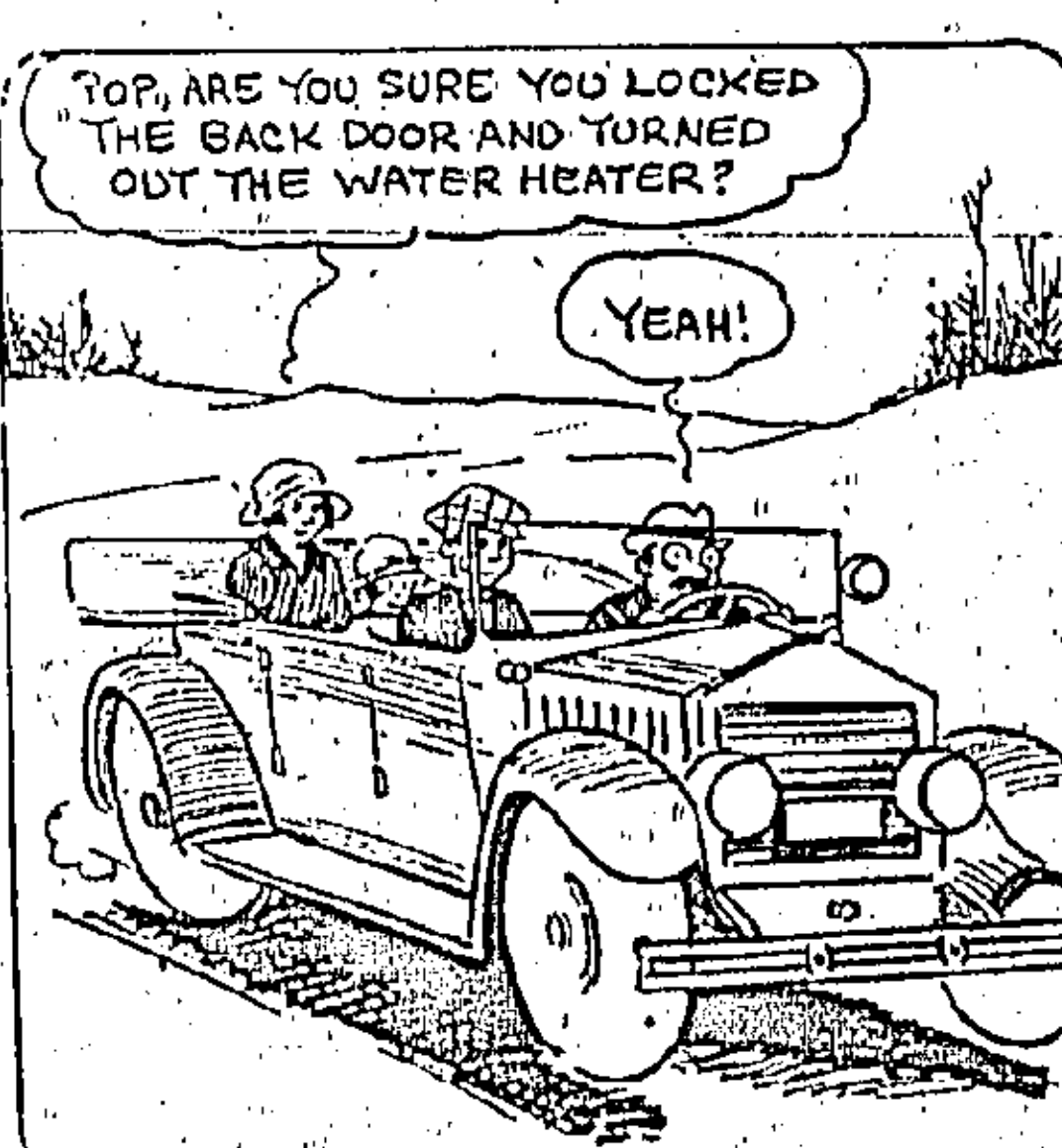
Delivered in Kowloon

H.K. \$1,455.00

Ford Motor Company
Detroit, U. S. A.

M. Loreto Santarelli has been appointed manager of the Savoy Restaurant. M. Santarelli, who is 37, is the youngest man to hold the appointment. For the past two years he has been manager of the Savoy Grill.

According to the Hamburger Fremdenblatt proceedings have been instituted by the Reichswehr Minister Herr Gessler, against Herr Fritz Ebert, son of the late President, and editor of a Brandenburg Socialist newspaper, on the charge of insulting the Reichswehr. The newspaper is understood to have accused the Reichswehr of "political activity against the State" and contempt of the Republican flag.





B. S. A. MOTOR CYCLES

gained the following awards in the recent English

INTERNATIONAL 6 DAYS TRIAL

SPECIAL EXHIBITION MEDAL

The B. S. A. team on 340 h.p. models completed the course without losing a single mark and were the only team to complete the Trial with absolutely clean sheets.

ALSO MANUFACTURERS' TEAM PRIZE CLASS "B"

Riders of B.S.A. Motor Bicycles also gained the following awards:

10 GOLD MEDALS 1 SILVER MEDAL

THE SINCERE CO., LTD.
SOLE AGENTS.

ATTENTION

FORD OWNERS

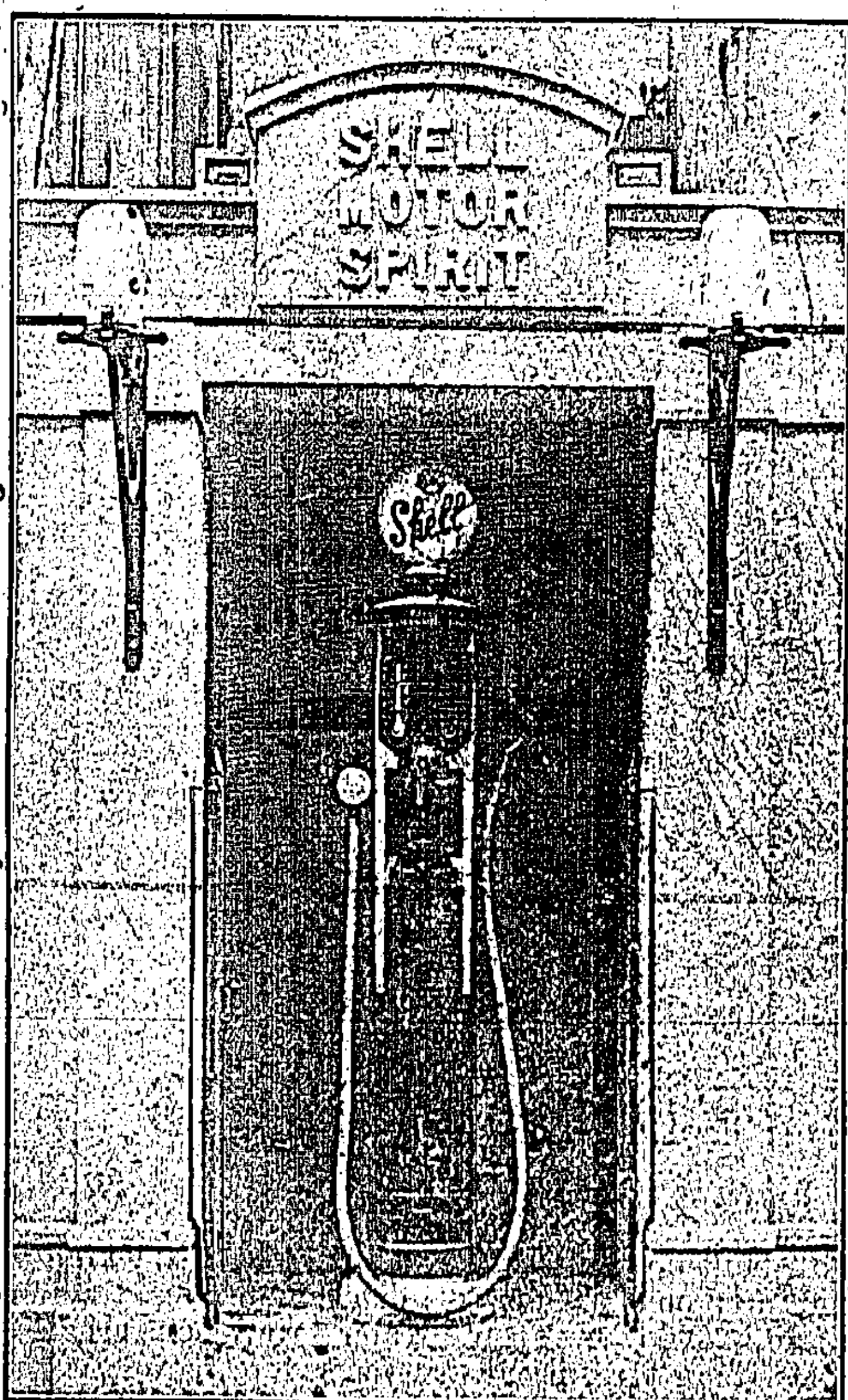
Arrangements have now been completed whereby Ford Owners are enabled to purchase GASOLINE and TYRES AT REDUCED PRICES.

ANDREW HARPER

AUTHORISED FORD DEALER

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"SHELL" PUMP

Situated in Douglas Street

Doi Vong Road Control, and opposite The Douglas Steamship Wharf

The Asiatic Petroleum Co. (S. C.) Ltd.

DANGEROUS!

DON'T DRIVE WITH ONE ARM.

Thirty-four automobiles spinning beautifully along the boulevard, and one of them headed for an unexpected crash. That's what the National Automobile Safety Council says about motor accidents—one out of every 34 gets it!

And don't put all the blame on glaring headlights, loose steering knuckles, mechanical inefficiencies and road-burning motorists who offer homage to Demon Speed.

The youngster—from 18 to 30—who is so afraid the girl he's with is going to fall out that he puts his arm around her to keep her safe, is responsible for much of the expensive repairs made by telegraph companies to put new poles along the highway.



"You just can't drive a car safely and pet a girl at the same time," says M. Kirkland, director of the National Automobile Safety Council.

And the smoker who likes to flick ashes off a five-cent cigar, and blow purple rings is increasing the danger hazard. The driver who enjoys a whiff of old Virginia should realize that it is better to light the old corn cob at home than to try lighting it while at the steering wheel and spend the next few weeks in the hospital wondering what happened.

Great horn-rimmed spectacles says Kirkland, don't help a driver to see any better.

In fact, with the horn rims obstructing his vision, the motorist may drive into a parked car without knowing it was there—at least, not until he reaps the crash and begins to look around for someone to blame!

CAMPING POPULAR.

GOOD OUTFIT ESSENTIAL

Auto camping, already popular, is reaching a new height of favour this season, according to Frank E. Brimmer, widely recognised author on motoring. To-day automobile camping is by far the most popular outdoor sport, he declares in an article in the "Studebaker Wheel". It is the family vacation deluxe, he says, outdoing the fairy tales of the magic carpet and the seven league boots. Nothing has revolutionized the vacation period as has the automobile.

But, to realize the utmost pleasure from the gypsy vacation by motor, observe the Boy Scout motto of "be prepared." Mr. Brimmer advises: "The first essential of a motorized vacation adventure along the open road is a good automobile with five good tyres. This fact has become more and more apparent to me after having lived the major part of the last seven years with my family in the open.

"Viewed from every angle, the performance of one's automobile is the most important consideration of all. This means ease in handling, so the driver is not excessively wearied; it also means dependability, power plus for steep mountain grades and brakes that are infallible either in city traffic or in making sharp descents.

LIGHT AIRPLANES ON TRIAL.



Small engines, light construction, folding wings characterize the new type of planes that have been flown successfully in Europe. Here's one of them, the Avro "Avis," with wings folded so that it could be parked in a hanger not much larger than an auto garage. It's being wheeled out for the light airplane trials at Lympne, England.

"Because it meets these requirements so fully, the Studebaker car is growing in popularity with motorists who invade the out-of-doors with their portable household effects and rightfully expect to be free from car worries while on vacation.

"Recording the glories of the West in picture and story for the consumption of motorists throughout the country, J. A. Bond, western representative of "Motor Camp and Tourist," has started out with one of the most completely equipped camping cars ever assembled. The car is a Studebaker Standard Six Duplex-Phaeton, and was chosen by Bond because of its powerful motor and brakes, and because of the advantages of an open car which are combined with closed car features in the Studebaker Duplex.

"I have always liked a light yet sturdy and durable car for my work," says Mr. Bond. "Of late I have been using closing models on account of the comfort. This year I struck a happy medium by selecting a Studebaker Duplex-Phaeton, which has practically all the advantages of a closed car yet retains that easy flexibility and light weight of the open models."

"A good camping outfit is next in importance. The owner of a medium priced car should expect to invest about \$200 in this equipment, which includes the following:

1.—Waterproof tent with from 80 to 100 square feet of floor space, telescoping steel poles, metal stakes, double fill tightly woven and waterproofed canvas or balloon cloth.

2.—Sleeping accommodations consisting of two double steel spring camp beds, floss mattresses, paper sheets to keep out ground chill, and at least four all-wool five-pound blankets, sheets and pillows.

3.—Cooking and eating equipment including two-burner gasoline stove with oven, combination cooking and eating outfit in nested kit, portable refrigerator basket, folding table, chairs, thermos bottle or jug, water tank or bag for western trips, plenty of the best steel cutlery, and miscellaneous articles such as dipper, long-handled fork and spoon, hot-cake turner, water bucket, can opener, soap, towels, etc.

4.—Accessories, such as a gasoline lantern, flashlight, extension cord to operate light from car battery, camp axe in sheath, luggage carrier for running board, automobile trunk, first-aid-kit, two-piece shovel, chains, pull-out device, tow-rope, auxiliary tank for gas-oil-water for western trips, toilet articles, good warm clothing, maps, etc." 154-8-14-26-Ex.

PETROLEUM RESEARCH.

"John D. Rockefeller, Jr., has taken the initiative in advancing the petroleum industry by establishing a fund of \$250,000 for promotion of pure scientific research in this field," according to Mr. Frank A. Howard of the Standard Oil Company.

AUTO PRICES DOUBLE.

Owing to uneven distribution of selling costs and profits in Argentina, retail prices of automobiles are said to range from 56 to 127 per cent higher than the list prices on the same models in the United States.

PETROLEUM REFINERIES.

A recent survey of petroleum refineries made by the Bureau of Mines showed a total of 509 in the United States. Of them, 352 refineries had a total capacity for treating 2,560,000 barrels daily.



HARMONY!

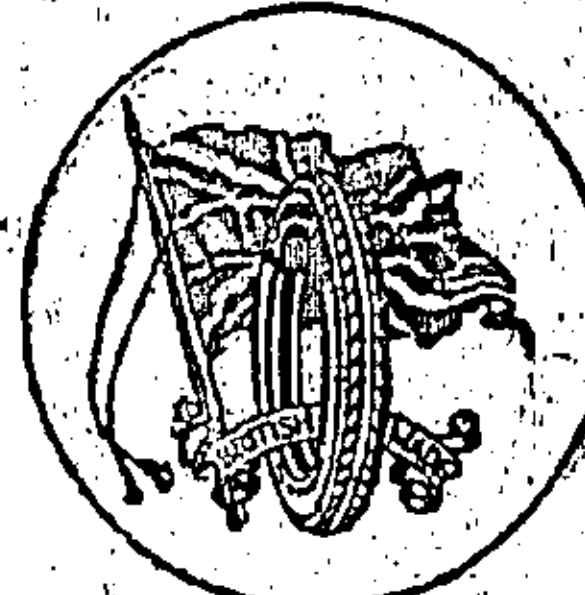
If a motor tyre is to serve well—so yield good mileage and afford security on all the varied road surfaces covered by wheels—then the tread and casing must work harmoniously together. They must work uniformly, the casing must be strong enough to carry the stout tread.

IN THE DUNLOP CORD TYRE THE CASING AND TREAD WORK IN COMPLETE HARMONY.

The materials used in the Dunlop Cord Tyre are the best obtainable. Not only that but they are applied by the most skilful tyre builders in the world.

DUNLOP RUBBER CO., LTD.

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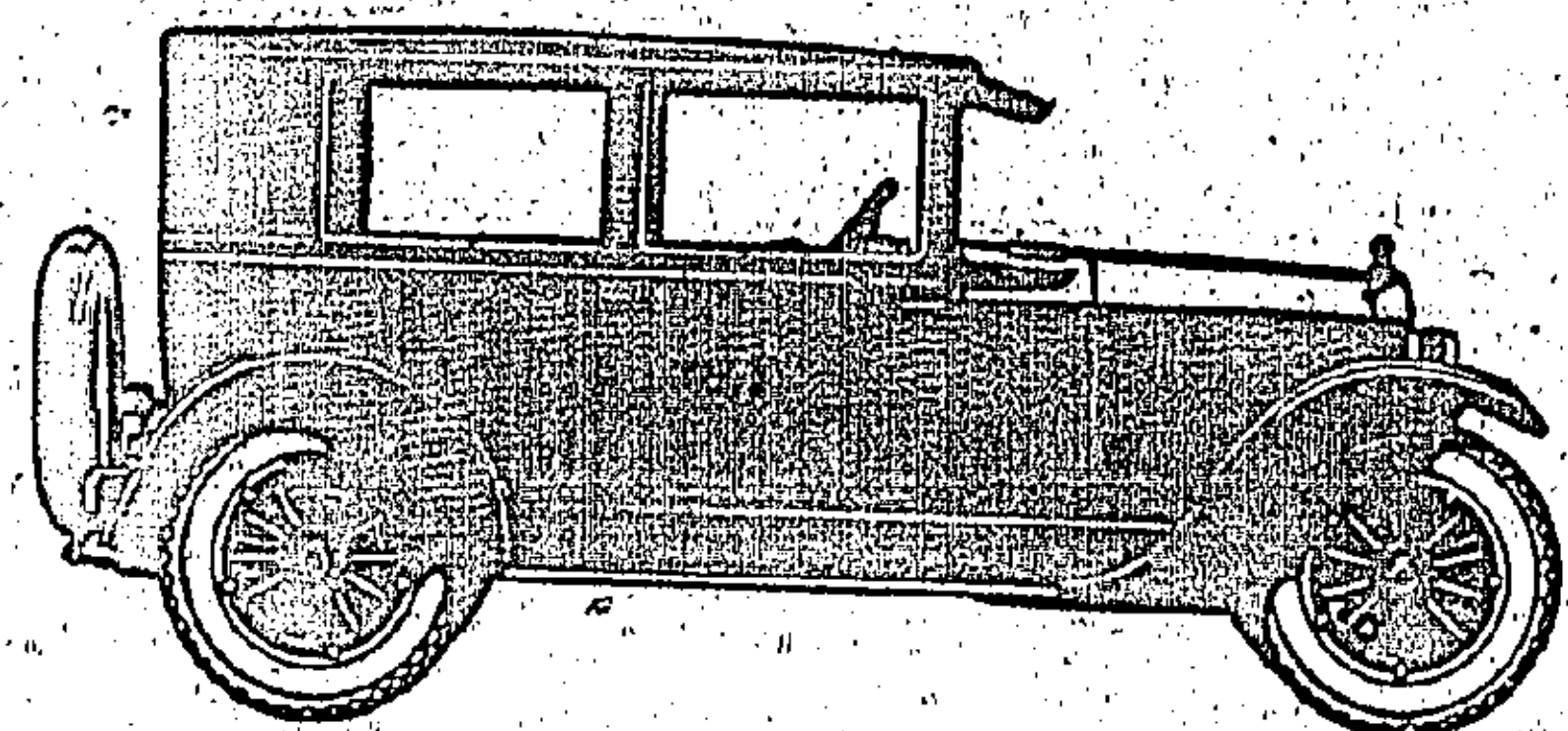
BRANCH OFFICE:
6A, DES VUEUX ROAD
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ONE-MAN WAR TANK.

A one-man army tank has been developed in England, which can be converted into either a destructive war machine or an agricultural tractor. The chassis is standardized and any type of body may be bolted on it.

FEW BUSES IN EUROPE.

Europe is far behind America in the use of motor buses. There are 80,000 in the United States alone. All of Europe has only 30,000, and that includes the buses in the British Isles.



ESSEX COACH

Prices in Hongkong Currency delivered at your door in Hongkong or Kowloon.

Special Essex Touring	... \$2,100
Special Essex Coach	... \$2,300
Special Hudson Touring	... \$3,000
Special Hudson Coach	... \$3,200
Special Hudson Brougham	... \$3,600
Special Hudson Sedan	... \$4,000

These cars may be purchased for a low first payment and convenient terms on balance.

For any closed car—even a "Four"—you pay almost as much as the Essex Coach costs. Yet what a difference in everything that counts—Performance, Quality, Comfort, Good Looks, and your pride in the car you own. A single ride will tell. And, in price, terms of payment, economy of operation, Essex is just as easy to own. Why accept less than a "Six"? Why not have the qualities of the most wanted "Six" type in the world.

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD HAPPI VALLEY

35
MILES
PER
GALLON



The Car of International Reputation.

35
MILES
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DO NOT BUY A CAR—UNTIL YOU
HAVE ALLOWED US TO DEMONS-
TRATE THE WONDERFUL FIAT—THE
MASTERPIECE OF AUTOMOBILE
ENGINEERING.

Fiat Model 509 4 seater Torpedo	... \$ 1900
2 " " "	... \$ 1750
4 " " De Luxe	... \$ 2050
2 " " "	... \$ 1850

Agents for—HONGKONG & CANTON

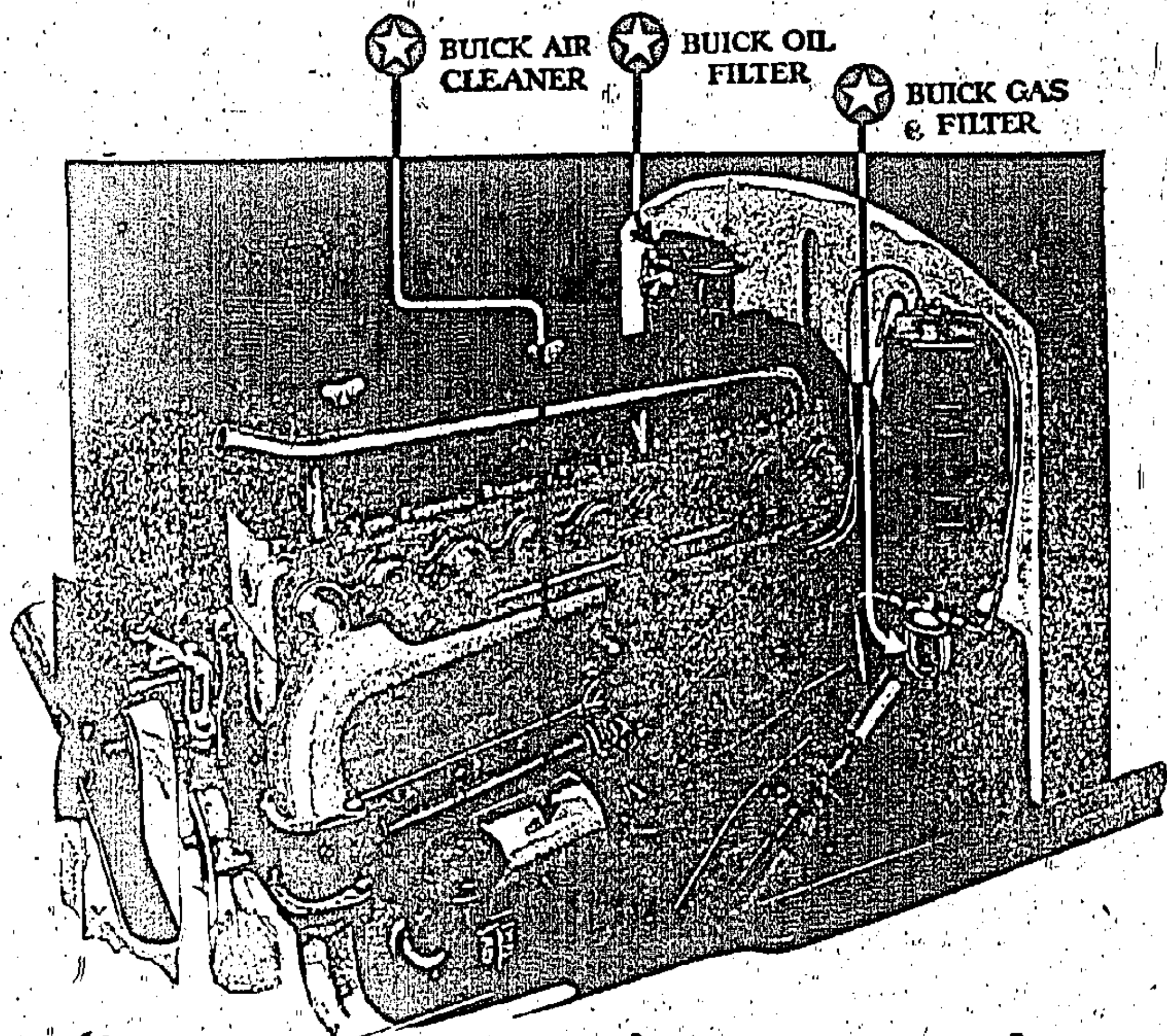
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MANAGERS:—A GOEKE & CO.

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FIAT 509



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performance of Buick's famous Engine

IN THE Better Buick you will find the most important motor car improvement in recent years, the "Triple Sealed" Valve-in-Head engine.

Dirt inside an engine destroys efficiency. It grinds away at cylinder walls and bearings, causing looseness and vibration. Buick's "Triple Seal" (air cleaner,

oil filter and gasoline filter) prevents this—halts dirt and grit at every possible point of entry. Buick leads in motor car advancement. Wherever there are motor cars, the Buick Valve-in-Head engine is known and highly regarded for its smoothness, its extra power, its economy and its stamina. The Buick "Sealed service, for finer transportation

part inside an iron or steel housing to keep dirt out and lubrication in. And now the "Triple Sealed" engine further protects Buick performance from the destructive grit of the road. No other car, regardless of price, so completely safeguards its performance. For more efficient formance. For more efficient service, for finer transportation at lower cost, buy a Buick.

The Hongkong and Kowloon
Taxicab Company, Limited.

1, 3335, Des Voeux Road. Tel. C. 1030.

the Better Buick

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

LIGHTS THAT VARY IN BRIGHTNESS.

Motorcar lights should burn at practically the same brilliancy when the engine is stopped, and when it is running at any speed. If they do not, something is wrong and should be corrected.

LIGHTS DIM WITH ENGINE SHUT DOWN.

If they burn dimly with the engine stopped, but brighten up to normal when it is running at road speed, it is a sign that the battery is nearly discharged and that starting will not be a difficult, will soon become so, not only through failure of the starting motor to turn the engine over fast enough, but possibly because ignition may become too weak. The remedy is to have the battery inspected and recharged if it is all right. Possibly the generator charging rate will have to be increased.

OVERBRIGHT LIGHTS WITH ENGINE RUNNING.

If lights burn normally or dimly with the engine stopped, but flare up excessively when it is running, it is usually a sign that the battery is not taking changing current from the generator properly. Bulbs will be burned out, the generator may be damaged from overheating and the ignition apparatus may be injured.

LOOKING AFTER BATTERY CONNECTIONS.

See that all battery cells have enough water, and clean and tighten the clamp connections to the two terminals of the battery. Should this not correct the trouble at once, take the car to an electrical service station and have them inspect the battery and all connections and correct all defects.

ACCELERATES JERKILY.

Question—There is a slight jerk in the movement of my car, when it is running at say 15 m.p.h. and I step on the gas. Distributor points are correctly set, the engine runs steadily when idling and also has good power for high speeds and hill-climbing. Valves have just been reground and there is no unusual play in the driving system. What causes this jerky action?

Answer: Our guess is that it is due to faulty carburation when acceleration is attempted and we suggest that you drive around to the service station of your make of carburetor and have them check up the fuel level, make sure that the jets and passages are clear and also check up the adjustments. Your carburetor has a special device by which a proper amount of gasoline should be supplied to provide for smooth acceleration and there should be no such jerk as you describe, when the throttle is opened suddenly. Unless your carburetor is receiving as much heat as the manufacturer intends it to and unless you are using gasoline of reasonable volatility, smooth acceleration is difficult to attain. Running the circulating water

DIFFICULTY INCREASES.

More than 660 huge motor buses in New York are making the traffic problem more difficult than ever. When the vehicular tunnels are opened, more buses are expected to begin operations and congestion will be further increased.



Often the right thing to do is nothing.

MOTORING ABROAD AT HOME

Famous Niagara Falls
ONE OF A SERIES OF TRAVEL TALES

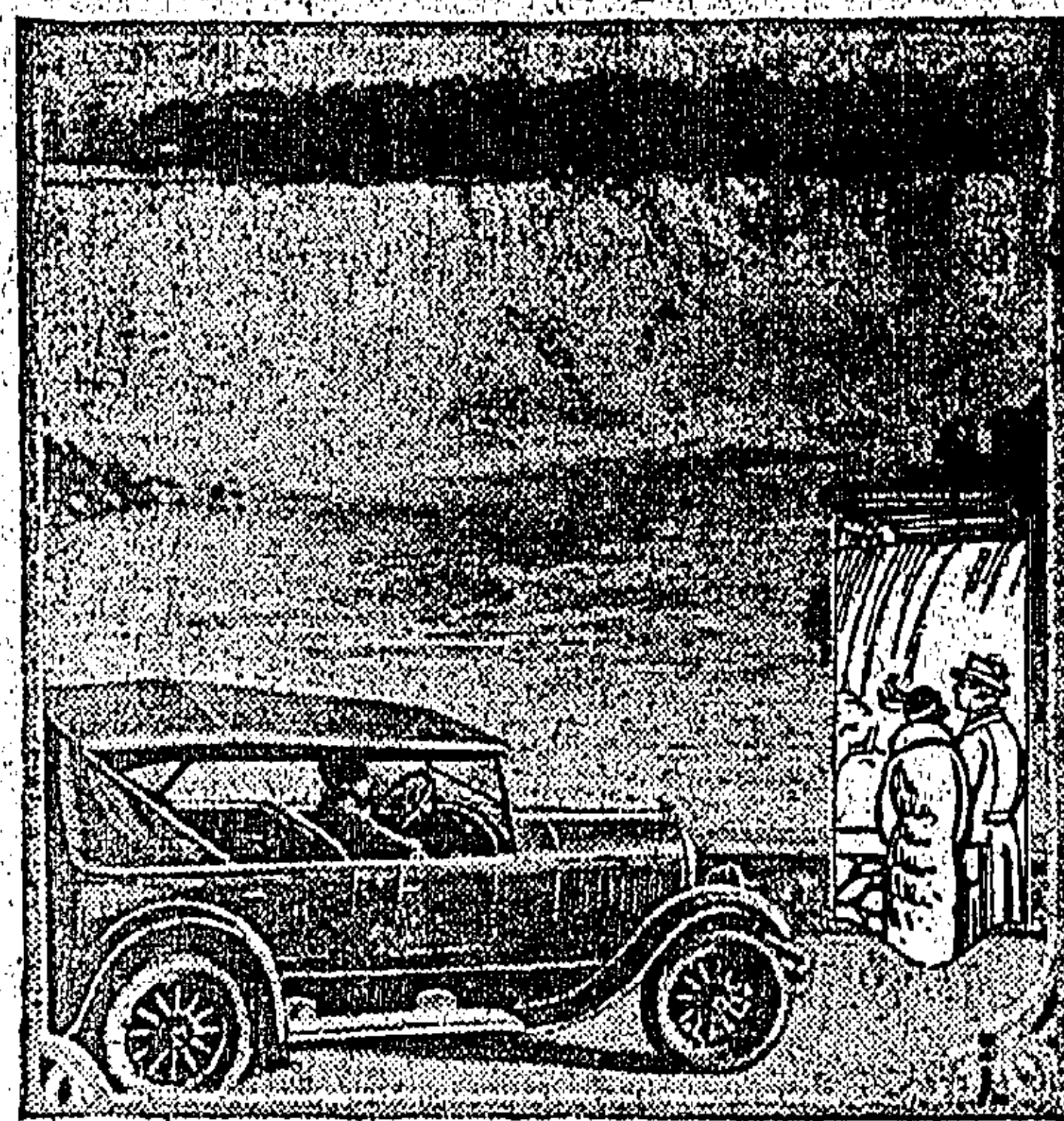


Photo Courtesy Chrysler Maxwell Motor Corporation

Justly celebrated for their grandeur and beauty which are viewed every year by more than 1,000,000 people

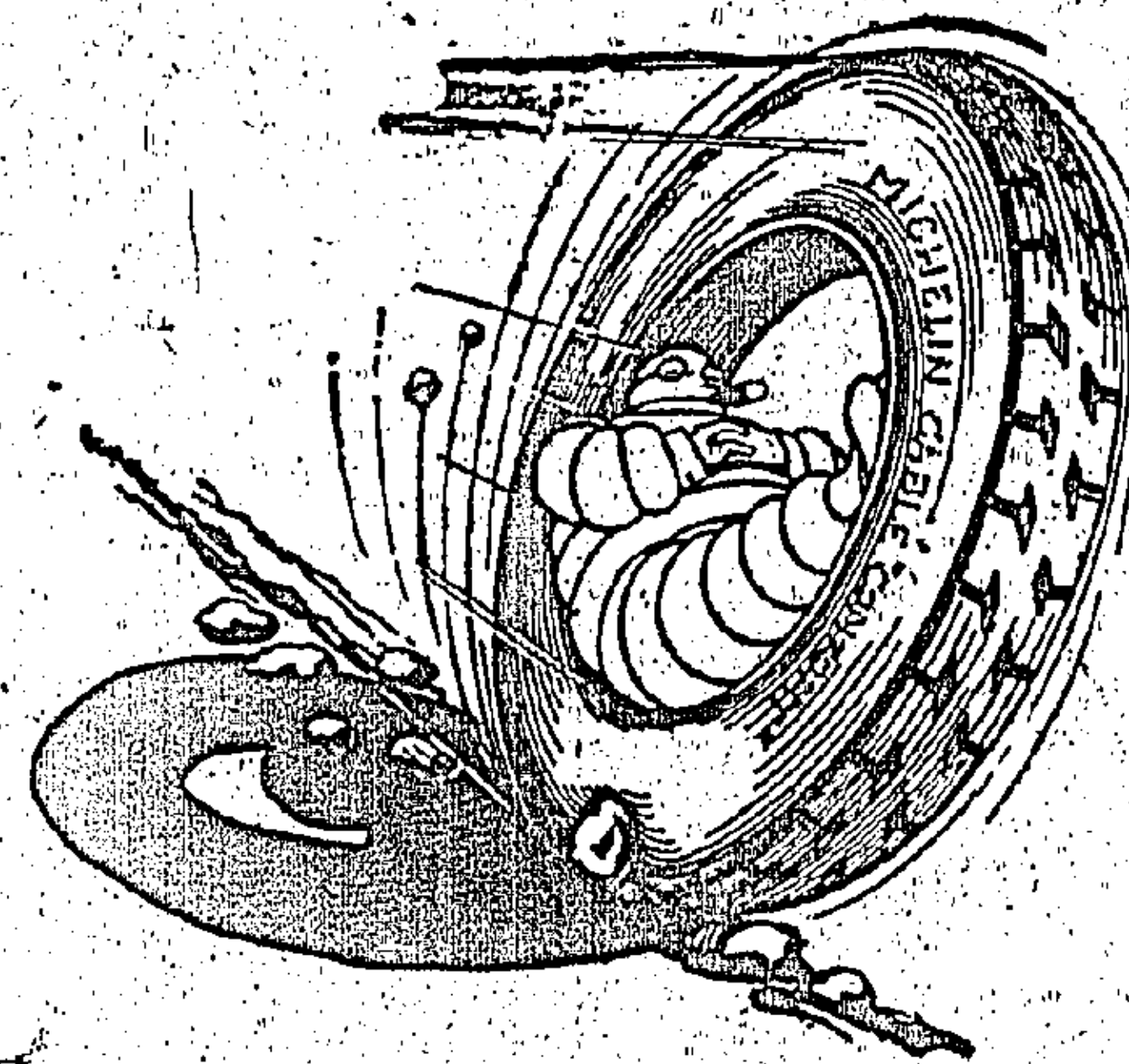
THE person who hasn't seen Niagara Falls simply hasn't seen the United States.

These falls, within easy motoring from Buffalo, N. Y., are in two principal parts, separated by an island. The greater division adjoining the left bank is called the Horse-shoe Fall and is 155 feet in height and the length of its curving crest line is about 2,600 feet.

The American Fall, adjoining the right bank, is 162 feet high and about 1,440 feet broad.

It is interesting to know that in recognition of the importance of the waterfall as a great natural spectacle, the province of Ontario and the state of New York have retained or acquired title to the adjacent lands and converted them into parks, which are maintained at public expense for the convenience and pleasure of visitors.

The flow of the water in the river at mean stage is 222,000 cubic feet per second.



If you cannot obtain satisfactory result from other tyres which are made with ORDINARY cord, please try MICHELIN which are built with reinforced "CABLE" cord, and far more superior than any other tyres in quality.

Obtainable at all Garages.

Sole Agents for:—

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Firestone

GUM-DIPPED BALLOONS
FOR MOTORCYCLES

This powerful tread with built-up shoulders finds a foothold in any kind of going—up steep hills, through deep mud, sand or soft dirt. Here's real traction for you—real power and speed. And here's far greater safety—on turns, on hills and on the straightaway—than tyres ever gave you before. Now is the time to fit your machine for all roads and weather with full-size four-ply Gum-Dipped Balloons.

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WAR DEVELOPS.

NANKING THE NEXT OBJECTIVE.

WILL SUN JOIN SOUTH?

A Chinese news agency reports that with the fall of Klokang and Nanchang, and the capture of Hukow, an important strategic point on the Yangtze River, the second chapter of the Northern Campaign has closed. The next objective is Nanking.

SUN'S GENERALS.

The view is expressed that some of the subordinate generals under Marshal Sun Chuan-fang in Anhui and Kiangsu—not to speak of Chokiang—may force Sun Chuan-fang to throw in his lot with the Nationalists at any time. It is known that the propagandists of the Nationalist Army have been at work in these two provinces ever since the inception of the civil war. At any rate, it is expected, according to the programme of the Kuomintang, that the Nationalist armies will be in Nanking on or before the 1st January next, the day on which the late Dr. Sun Yat-sen was sworn in as the first Provisional President of the Republic of China.

ANHUI INVADED.

It is also reported that the Nationalist forces have taken up important points from Shao Wu Fu right down to Ting Chow in Fuhien, and are now in touch with General Ho Ying-yun's forces. A battle is said to be developing around Yeu Ping, and preparations are being made to advance on Ankin, the capital of Anhui. A couple of units have already crossed the Hupoh-Anhui frontier and have taken up certain points in the latter province.

In connection with the previous report that General Chang Kai-shek had proceeded to the Hupoh-Honan frontier, a further report states that a hasty inspection tour of five days was made on two of the most important strategic centres by General Chang with four of the staff officers, including two of the Russian officers. It is also stated that General Chang returned with General Fan Chung Sau just in time to witness the capture of Klokang.

General Fan Chung Sau is said to be now in Wuchang waiting for final instructions from the headquarters of the Commander-in-Chief, he having received the appointment of General Officer Commanding the 6th Army Corp of the Kuomintang under the direct command of Marshal Feng Yu-hsiang. In the meantime he is vested with the supreme command of the Hupoh and Honan defences.

RUSSIANS HELP FENG.

A Peking message of the 8th inst. says it is most reliably reported that consignments of goods to Suifu are now being received there by Marshal Feng Yu-hsiang's agents, indicating that Gen. Yen Hsi-shan's man, whose weakness and unreliability has often been emphasized in the Chinese newspapers, has gone over to the Reds.

This brings the possibility of the descent of the Kuomintang on Peking much nearer and is, therefore, seriously agitating local merchants.

Mukden advisers are persuading Marshal Chang Tso-lin that in this era, which resembles that of the post-Tang epoch, he should imitate the Liao dynasty, holding the north-east only and ignoring the fate of the Yangtze and the south. The collapse of Marshal Sun Chuan-fang at Klokang is confirmed here by both Consular and Chinese military wires.

The militarists attribute this wholly to the fatal collapse of discipline and think that possibly Marshal Sun may be all the stronger for getting rid of subordinates in whom he should never have trusted.

Chinese observers say that the Southern army was composed of miserable fighting material, but that the Russian control gives a centralization which the North lacks, so that the best Northern units, in which colonels should be lords, are hopelessly outclassed by foreign-shaped Southern units.

A wayside memorial cross to the memory of 21 men from the village of Wolverton, near Frome, who died in the war, was unveiled by Captain A. Batten-Pool, V.C., and dedicated by the Bishop of Bath and Wells.

MIXED GRILL

A Merry Miscellany

Ashley Sterne

Archaeological excavations at Wisternitz, Southern Moravia, have recently brought to light what is supposed to be a 30,000-year-old rouge-pot. At any rate, the object discovered is pronounced by Professor Karl Absolon and his excavatory colleagues to be unmistakably a pot, and since there still remains in it a relic of some red pigment they have promptly surmised that it once formed a toilet accessory on the stone dressing-table of some prehistoric belle. However, old Professor Rottenbleiter, of Potztausend, has,



as might be expected, blundered on to the scene, and after a close examination of the article in question, delivered the opinion that the "rouge" is nothing more or less than prehistoric anchovy paste. Indeed, he even went so far as to spread some on a slice of bread and butter and eat it, whereafter he declared it tasted exactly like some anchovy paste he had once sampled in an English boarding-house. His only qualification was that the Wisternitz variety tasted a little fresher than the others.

That famous astronomer, Professor Evans Gayzer, has already, I hear, started practising observing for next summer's total eclipse of the sun, and is spending several hours daily looking through a smoked telescope at a black-current lozenge.

A prominent London publisher asserts that there is very little demand nowadays for the "romantic" novel, but that, on the other hand, a terrific clamour has arisen for "mystery" stories. I am glad to know this, because I've just thought of a perfectly splendid "mystery" which, if properly worked up, ought to set the Thames on fire, or at least make it boil. Here it is:

The villain gets hold of the heroine one night, and, after dragging her, thrusts her into a strong-room, whose walls, floor and ceiling are all made of steel seven feet thick. The door is a burglar-proof one fitted with a time-lock in addition to an ordinary lock, the key of which never leaves the villain's possession. The only communication with the outer air is a tiny ventilation-hole one inch in diameter drilled through the solid steel. Yet when the villain entered the strong-room the following morning the girl had vanished. The locks had not been tampered with, nor did anybody outside or inside, blow in the door, walls, floor or ceiling. How did the girl escape? Can you guess? No. Yet Inspector Dedleigh Dudd did!

I shall publish the solution next week. Meanwhile, remember that the girl's escape was entirely unaided by any second person, or by the use of tools or explosive. She only used her woman's wit.

This week's catastrophe. A pedestrian yesterday crossed from one side of Piccadilly to the other without being run over. He was so surprised that he died of shock.

Amongst other unclaimed property found in railway carriages, which was recently put up for auction (I read), was a copy of the first number of *Punch*. Looks as if some newly qualified, but absent-minded dentist had been buying his waiting-room furniture.

SILLY SEASON LOVE LYRICS.
Where're you smile, beloved, in a trice,
Sweet smiles rise bubbling from my soul
Your mouth recalls a melon with a slice,
Cut out, or else a fair-sized rabbit hole.
Where're you smile—

The operation against the Koma tribe in Morocco has been brought to a successful conclusion. Tribal emissaries on Friday made acts of submission to the Khalifa and gave up their arms. The Commandant-General of Melilla promised them protection for the future.

Where're you weep, sweetheart, each tear-drops path,
The Basingstoke Canal in apato recalls;
Your face suggests an over-flowing bath,
Or, better still the well-known Swallow Falls.
Where're you weep.

Where're you glance, my fair, those gleaming eyes
Glow like a half-watt bulb on eighty volts;
They bring to mind that white-hot flame device,
Which bollermakers use to rivet bolts.
Where're you glance.

When're you sing, dear love, what can I say,
Motely to praise the music of your lips?
It sounds like shovelling coke, like moving hay,
Like tearing stubborn calico to strips.
When're you sing.

WEATHER FORECAST FOR THE MONTH.

(Kindly contributed by the Hot Air Ministry.)

1st to 5th.—Fine in parts, unsettled in other parts, showery in some other parts, and something awful in some other parts.

6th.—Snowstorm somewhere (most likely on top of Ben Nevis.)

7th to 10th.—Mainly fair, principally unsettled, chiefly wet.

11th to 18th.—Either wet with fine intervals, or fine with wet intervals.

17 to 21st.—Variable, unsettled, changeable, uncertain, and unsteady.

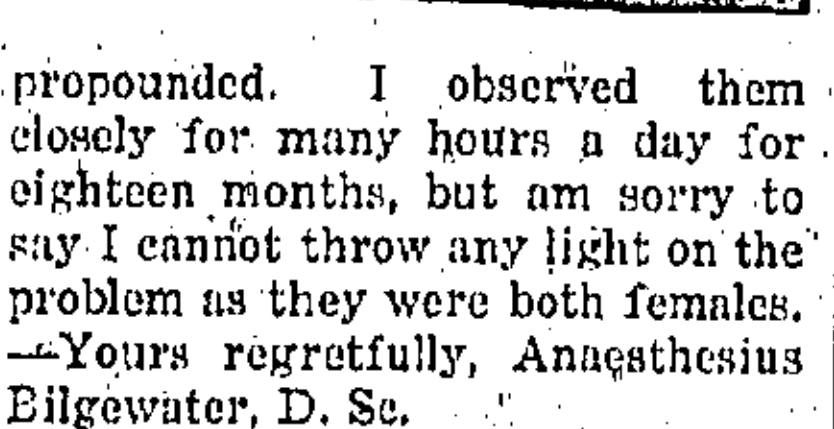
22nd to 25th.—Gloomy, but very warm. (This only applies to Turkish baths.)

26th to 31st.—Local thunderstorms, local showers, local fine intervals, local frosts. All the weather, in short, will be intensely local.

CORRESPONDENCE.

Do Halibuts Make Good Husbands?

Sir,—Some years ago I had a pair of Halibuts, which I kept in a glass bowl on my study mantelpiece, as at the time I was, curiously enough, attempting to solve the same question as you have now



propounded. I observed them closely for many hours a day for eighteen months, but am sorry to say I cannot throw any light on the problem as they were both females.

—Yours respectfully, Anaesthesia Bilgewater, D. Sc.

Sir,—Investigating this very same question, in the year 87 B. C. the old Roman philosopher Axoloti came to the conclusion that, (in his own words): "Tunc nunc tunc cum tum dum his sic jam tam, et tu, Brutus!"—And what was good enough for Axoloti is Yours, with mayonnaise, Samuel Eliza Pipkin, M.A., M.D., M.A.D., D.A.M.

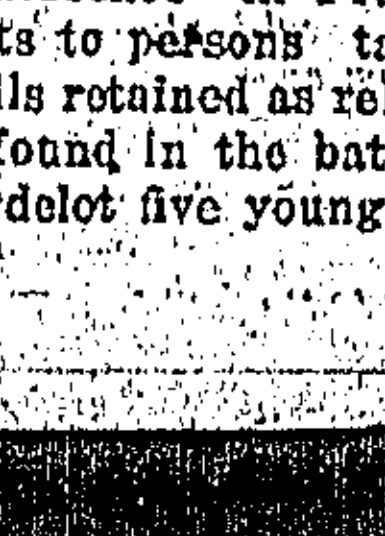
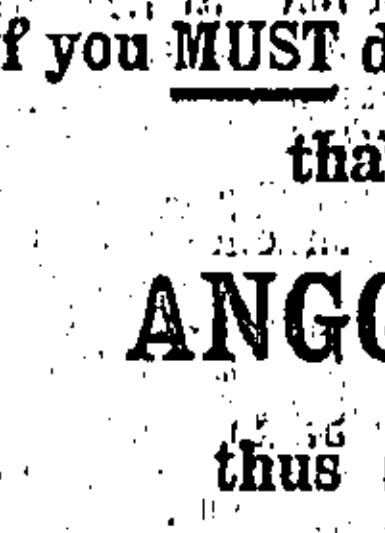
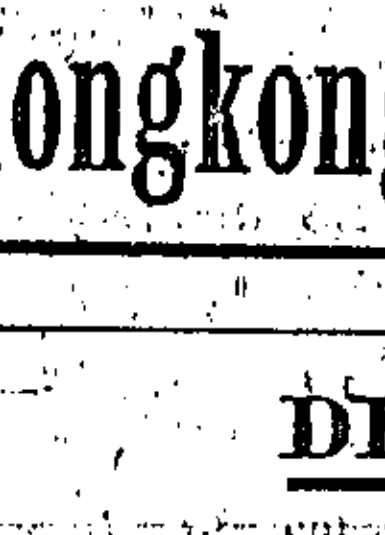
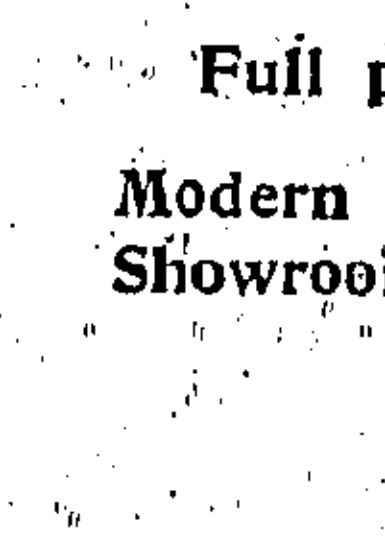
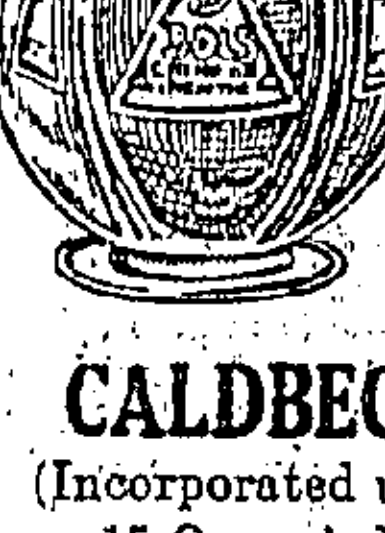
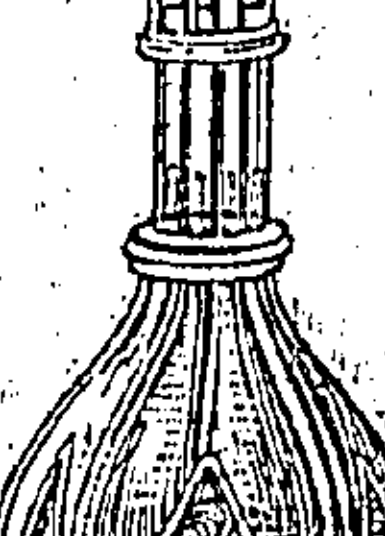
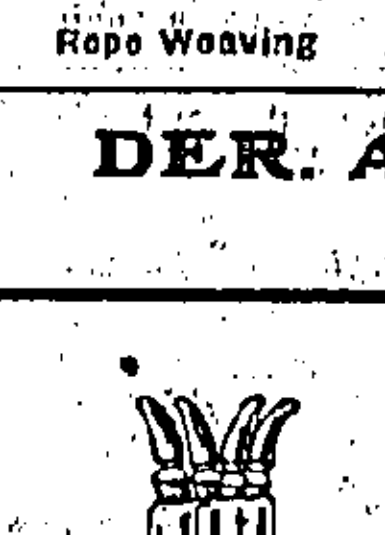
Sir,—I have followed this correspondence with great interest, as it serves to remind me of a singular incident which happened to my god-mother's piano-tuner's godmother in Hongkong in 1895. When passing a chop suey restaurant one day she suddenly thought of the battle of Chey, which so unnerved her that she fell backwards into a barrow of edible birds'-nests, which was being pushed by a man named Wilkins, who turned out to be an abominable solicitor from Stoke Newington. What made the circumstance all the more singular was that my godmother's piano-tuner's godmother had never been to Newcastle in her life, nor did she know anyone there of the name of Wilkins, although she once remembers buying a tin box containing some stewed rhubarb from a Punch and Judy man named Basil somebody, who was once a dentist in Boole. Yours successfully, Ivor Tyle-loose.

Messrs. Cammell, Laird and Co., Birkenhead, have launched the second of the three large passenger steamers they are building for the Blue Star Line. (1920), Limited. The ceremony was performed by Mrs. Leonard Dewey, wife of the general manager of the Blue Star Line.

Expert Instruction in Fascinating Arts

Given Every Day

Commencing 15th Nov. 1926.



An Artist, specially trained in creating articles of beauty from Donnison's goods is in charge of our

DENNISON DEPARTMENT

You can learn to make beautiful boudoir lamps, sandwich trays, flower vases, and baskets from paper rope. Other arts include the use of sealing wax, costume designing, flower making

LESSONS WITHOUT CHARGE

Come in—every courtesy and accommodation will be extended to you without obligation to purchase.

Call or send us your name and address to enable us to advise you of additions to this Department and of prize competitions that will be held.

DER. A. WING & CO., (1923) LTD.
60, Des Voeux Road, Central.



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A saving of time and

A joy to the eye.

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15 Queen's Road C. Telephone 75 Central.



EVERYBODY is entitled to all The Comfort they can obtain.

Colder nights are approaching when Fires are necessary.

INSTALL A GAS FIRE

and Ensure Your Comfort all through the Winter.

Full particulars and examples of

Modern Gas Fires can be sent at the Showrooms: Des Voeux Road Central West Point.

Hongkong & China Gas Co., Ltd.

DINNER DANCES

If you MUST dance during Dinner, at least ensure that your *Aperitif* contains

ANGOSTURA BITTERS

thus safeguarding an otherwise impaired digestion.



There has recently been a recrudescence in France of accidents to persons tampering with shells retained as relics of the war or found in the battle areas. At Hardelot five young persons were

trying to unload a shell when it exploded, killing two and wounding one. Two others were seriously wounded at Holnon and one was killed near Saint Quentin in similar accidents.

POWELL'S



COATS AND FRACKS

WITH PERSONALITY AND ATTRACTION

Fur is again being extensively used for trimming this Autumn. A large selection of styles similar to above are displayed in our showroom.

Ahead of the current season and smartly portraying seasons latest vogue. Fashions that will glorify every daytime occasion at

POWELL'S

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ASAHI BEER

BREWED BY

DAI NIPPON BREWERY

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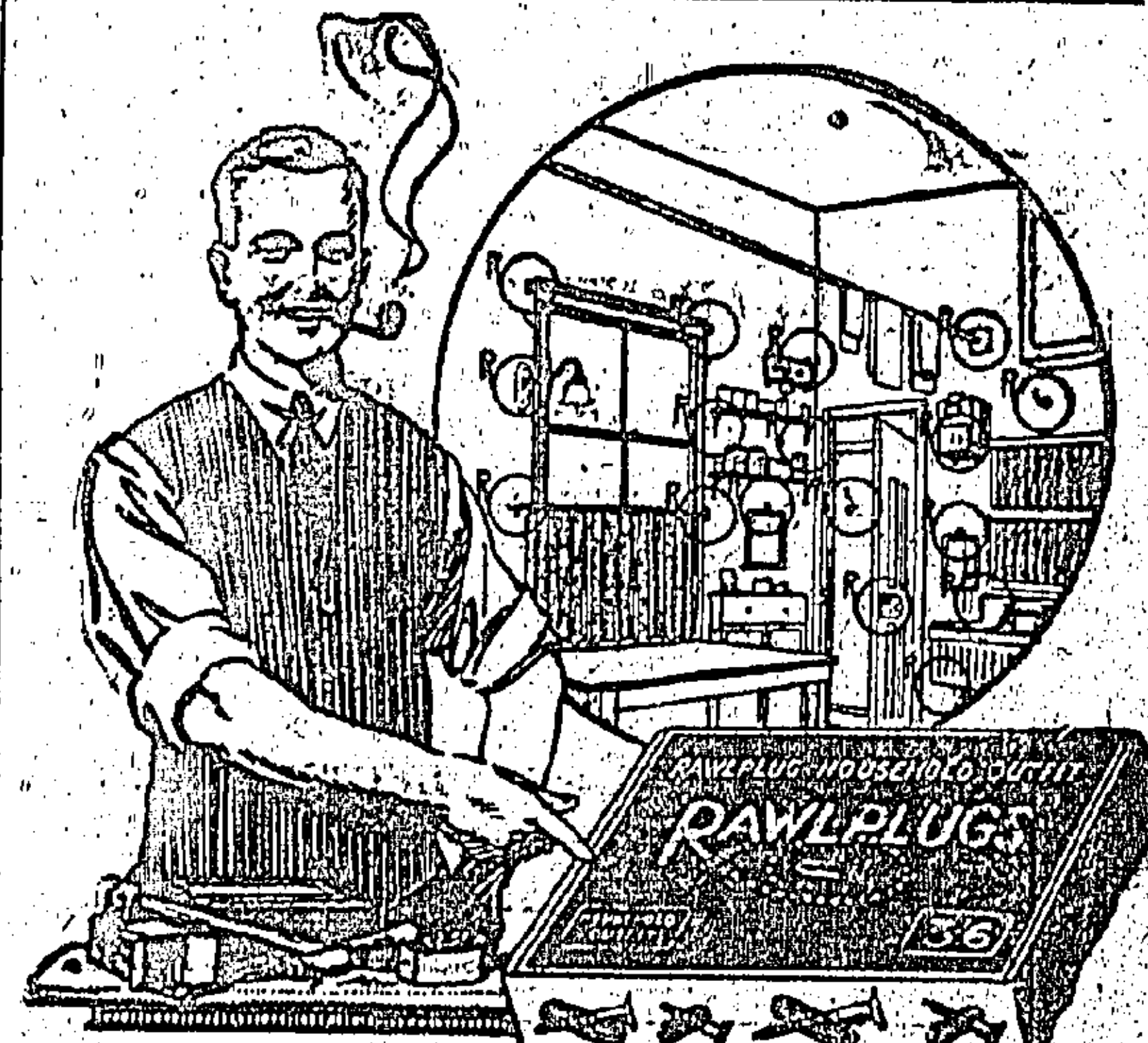
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The Rawlplug Outfit contains everything necessary to enable anyone, without previous experience, to do these jobs himself.

- (1) Impossible when in position.
- (2) Anyone can use them.
- (3) No damage to Walls.
- (4) There is a Rawlplug for every screw.



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CAFE RESTAURANT PARISIEN

BIG CHANGE OF PROGRAMME
TO-NIGHT

EXTRAORDINARY NEW ATTRACTION

By
YOUR YORLOS

SPECIAL DINNER DANCING



DINERS \$3.00

Non-diners \$1.00 admission

THE PUBLIC OF HONGKONG WILL REJOICE TO SEE
DURING THEIR MEAL HOURS THE CELEBRATED
DANCERS

COME AND SEE THEM!!

GUARANTEED WORK
AT CUT-RATE
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SATISFACTION COME TO US

We specialize in embroidery, silk shawls, cushions, genuine lacquerwares, ivoryware, bric-a-bracs, handbags and vanity cases, perfumery, lampshades, parasols, unique imitation jewelry, silk articles of all kinds, Swatow drawn work and also stencilled and batik work made to order.

Your inspection is cordially invited.

PANDORA

39a Queen's Road Central

TELEPHONE 2559.

ADULTERATED
MUSTARD.ILLEGALITY WAIVED BY
DEFENCE.

A point which had been overlooked by the Crown in its application and subsequent summons to the defendant to appear in Court, was raised by Mr. Leo d'Almada before Mr. J. H. B. Nihill at the Kowloon Magistracy yesterday afternoon when the mustard case was resumed.

The case for the Crown is being conducted by Mr. T. S. Whyte-Smith.

Mr. d'Almada said that before opening his defence, he thought it was only right to mention, in the interest and in fairness to the prosecution that the summons which he received for the re-hearing of the case, and dated October 4, was issued against the defendant on exactly the same charge upon which he had already been acquitted by his Worship at a previous hearing.

That being the case, it would have been incumbent upon him, as advocate for the defendant having to conduct the case for the defence, to have pleaded, in the first instance, to *autrefois acquit*. Once the defendant had been indicted on any specific charge and acquitted, there was no authority in a Court of Justice to frame a charge against him for the same offence.

He (Mr. d'Almada) was only mentioning this fact as the present case was only a re-hearing and he did not want his Worship to think that his client desired to take advantage of the technicality. He desired to fight the case and fight it on its merits.

He mentioned that point because, at his Worship had intimated at the previous hearing, the case might possibly go to a higher tribunal.

His Worship noted Mr. d'Almada's point and the case for the defence was then proceeded with.

The Defence.
The defendant was put into the box but Mr. d'Almada said that he would let his previous evidence stand and leave the defendant to be cross examined by the Crown.

Replying to Mr. Whyte-Smith, the defendant said that he purchased the mustard from a firm in Bonham Strand in the state in which it was bought by the Sanitary Inspector.

The foki who had conducted the sale said that he sold the mustard to the Chinese interpreter and had no idea that he was selling the substance to a European. Inspector Elliott was not in the shop together with the Chinese at the time.

If the interpreter had requested pure mustard witness would have given him the powder ground from the mustard seed, unadulterated.

Cross-examined, witness said that he told the purchaser that the commodity was native mustard after the sale had been completed. He did not tell him before, because he did not know that there was a European concerned in the purchase.

Witness was aware that the mustard contained starch matter. Adulterated mustard was sold at the same price as the powder ground from the mustard seed.

Mr. d'Almada called a Chinese druggist of 45 years' standing to prove that adulterated mustard such as that purchased by the prosecution, was sold by all druggists for medicinal purposes. The mustard was adulterated with green pea powder.

The case was adjourned.

STANDARD OIL (N. J.)
CAPITAL.BIG FINANCIAL PLAN
REPORTED.

New York, Nov. 12. The Standard Oil Company of New Jersey is expected to come into the market almost immediately to raise the capital to \$200,000,000, or more.

This will constitute one of the largest industrial financing operations on record. Plans have been under consideration for months for the withdrawal of the company's seven per cent preference shares, and the issue of new debentures and ordinary shares.

It is expected that a big banking syndicate will be formed under the leadership of the Morgan company to underwrite the new issue.—*Reuter's American Service.*

NEW YORK ELEVATED.

NEW LINE TO BE FOUR
MILES LONG.

New York, Nov. 12. The municipality has decided to construct a great elevated highway four miles long, 65 feet broad, to cost \$20,000,000, to relieve traffic congestion.—*Reuter's American Service.*

AUSTRALIA AND
AMERICA.RELATIONS GROWING EVER
MORE CORDIAL.

London, Nov. 12.

The Australian Premier, Mr. Bruce, delivered the third annual Walter Page Memorial Lecture before a gathering at the English Speaking Union. Mr. Bruce said that Australia looked across the Pacific in the hope that her good relations with America would grow ever more cordial.

He was sure that relations between America and Britain were better to-day than ever. The settlement of the Irish question, the Washington treaties for the funding of the British debt to America and Britain's helping America to enforce prohibition had done much to cement relations.

The great needs of the world were peace and economic reconstruction and the only way to obtain them was the co-operation of the English speaking nations.—*Reuter.*

A SOLE SURVIVOR.

SAILING SHIP MISHAP.

There arrived from Hainan two days ago a European wearing the tattered garments of a coolie, without money and all but starving, seeking the Brazilian Consulate.

This man, whose name was Vialatte, stated that he was the sole survivor of the Brazilian barque Santa Maria, bound from Monte Video to Haiphong, which was in collision with a large junk about three weeks ago when off the northern extremity of Luzon.

According to Vialatte's account, both vessels sank immediately and he took to the water. After swimming for about two hours, he was picked up by another junk and eventually reached Hainan Island from which point he had been making his way for more than a week.

A Frenchman, Vialatte is a naturalised Brazilian and it was therefore impossible for the authorities at Hainan to do anything for him, except pass him on the nearest consular officer. On reaching Hongkong, Vialatte presented himself at the Cafe Parisien and told of his plight, the management fitting him out with clothes and providing him with the best meal he had had for weeks, and a certain amount of money.

Refreshed and looking more presentable, Vialatte then visited the Brazilian Consulate and as a result of the interview was despatched homeward by the President Pierce which sailed yesterday afternoon. No other news of this marine casualty has yet been received.

PORTUGUESE
THESPIANS.

TWO EXCELLENT FARCES.

The Grupo Dramatico de Amadores gave two interesting plays at the Club Lusitano last night when there was a large attendance of Portuguese residents. The two farces were well presented by a clever cast of amateur actors.

In "A Hospedaria do Tio Anastacio" the roles were taken by the following—Miss D. B. Xavier, Messrs. J. de Almeida, J. Alvares, A. de Almeida, C. Ribeiro, A. Eça, G. Aquino, while those taking part in the second play (*O Juiz-Eleito*) were: the Misses D. C. de Almeida, D. E. Xavier, D. V. Silva and D. E. Alvares and Messrs. E. Aquino, P. N. da Silva, S. de Pinna, J. Gonçalves, F. Ozorio, A. de Almeida, J. de Almeida and F. Fernandes. The Orquestra Sociedade Filarmónica was in attendance.

SANITARY FLOATS.

TO DISCOVER TREND OF
DUMPED REFUSE.

The following Harbour Office circular has been issued to shipping firms under date November 8.

Small wooden floats marked "S.D." will be released by the Sanitary Department daily for one month, as from November 15, to ascertain whether rubbish dumped at sea has a tendency to return to harbour.

It is requested that should any such floats be sighted by any person they may be forwarded to the head of the Sanitary Department, with an accurate report as to time and place at which they were picked up.

NICARAGUAN PRESIDENT
RE-ELECTED.

Managua, Nov. 12. Ex-President Adolfo Diaz has been re-elected President.—*Reuter's American Service.*

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Monumental SpecialistsMonumental and Memorial Work of
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HOTELS, THEATRES, CAFES

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SHANGHAI.

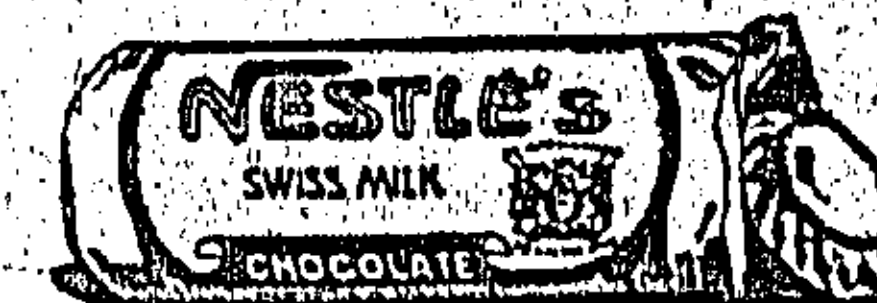
Over 100 Roman coins have been found by a farmer at Mallerstang, Westmorland, when digging for coal.

An important consultation is shortly to be held in South Africa between the Fruitgrowers' Co-operation Exchange of South

Africa, Limited, and the Board appointed under the new Act for the control of export perishable products from South Africa.

NESTLÉ'S
CHOCOLATE

IS BEST

WOMAN'S
WORLD

CROQUETTES



Two very attractive and becoming Autumn hats which are described in detail.

JOTTINGS.

FROM A FASHION BOOK.

Tiers and capes are still a feature of smart town frocks. A model in the new shade of nasturtium red crepe satin was designed with a double cape which tied in front, and which reached practically to the end of the long bodice. The skirt was made with three tiers slashed in the front.

A variation from the pouched effects is the large armhole which reaches nearly to the waist. They are usually put in from a raglan shoulder, and the skirt, in contrast to the fullness of the bodice, is very straight and tight.

A smart dressmaker has introduced a new fad which may usurp the place of pearls. It is the wearing of several rows of bugle beads, the same as those which are used to embroider the frock. They are worn tightly round the throat.

An amusing dinner frock was fashioned of white chiffon with an all over pattern of field flowers in yellow, red-brown and rust velvet. The fichu collar and the three flounces on the skirt were piped with a band of orange velvet, and there was a matching sash of orange.



Dance frock of fine lace, showing the new effect of brilliantly coloured silk (tulle) or georgette flowers, applied on to the lace. This would be particularly attractive in futuristic colours on black, chintilly or gold.

BALL-ROOM FURS.

IN COATS AND SHAWLS.

There is to be a new fashion in ball rooms and bridge rooms this winter—the fashion for furs. Fur-trimmed frocks, of course, are already a commonplace; the new vogue will be for furs in various forms to be used instead of Spanish shawls or scarves.

Imagine a stole of fox dyed to a lovely shade of rose pink and held by chains of pink pearls and you visualise at once one of the most attractive of these. It was followed by a wide scarf with fringed ends of brick-red moleskins, each skin joined by fagot-stitching through which gleamed its lining—a fine gold tissue shot with red. Molekin dyes a gorgeous green and a vivid orange as well.

Capes of Gazelle.

Another new idea is the shoulder-cape—not the round reaching-to-the-waist fur cape of our great-grandmothers which belonged to the epoch of the dolman, but a cape made of two triangular pieces of kid dyed to look like gazelle, to fall over the shoulder and arm of the wearer and held by a scarf collar of moleskin.

The stole is coming back for ordinary wear, but the newest of these can be used for day or evening wear. It consists of a neck piece of Canadian sable and ends of beige nutria.

For bridge parties in the afternoon the newest idea is a frock of silk or crepe de Chine combined with a short jacket of grey astrachan, which is lined with the material from which the gown is made, and has sleeves slit to show the lining although not wide enough to be a nuisance when dealing cards.

Fur coats are coming back again! The reason is the new vogue for smart coats and skirts with gay brocade waistcoat. They are hardly warm enough for any but a south wind and a 'muggy' day, so people are buying fur coats to slip over them.

As for chinchilla, this is so rare that as soon as one coat can be made it is snapped up. Leopard skin—the real thing—is also difficult to get, for the skins have to be perfectly matched if they are to be used in a coat. That is why so many of the newest coats have patterns of leopard skin set among other furs, mostly triangular pieces sloping downwards to give a slimming effect.

Canadian sables are more plentiful than the real Russian ones, and will, probably, be sold as Russian as they are only just over the border. Even then you will have to pay £2,000 for a well-matched coat.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Oct. 14th. I once heard it remarked that only the professional "readers" employed by the papers read Women's Pages; and I felt almost inclined to adopt that belief when I was recently asked—"Do you think anybody really reads that stuff about diamond-studded heels?"—or words to that effect.

So, as about only one in a million of us can afford to risk our diamonds in our heels, I suggest we keep to the practical as regards dress, and you will find that sketches on this page will be suitable for passing on to your dressmaker or tailor for them to copy. You will not be asked where the fastenings are supposed to be, and told that "It's one thing to draw a frock, and another to make it!"

Vanity Street.

At the right, on top, you have a positively "advance" fashion—one of the newest coat-frocks with a yoke. It seems that the yoke is to be very popular this season and next, and I am inclined to like it; but there are necessarily limits to the people who can wear yokes.

However, for those who can, this design is carried out in finest navy suiting over a slip of royal blue, and has a belt and tufts of snake skin, for which latter there appears to be a great vogue. You will observe the hand-bag to match, also the band round the hat—all in keeping with the en suite style so beloved of us all; the only difficulty about it being, from my own point of view, that I can never get everything all together!

A hat artist has also sketched some Autumn millinery which I saw in the shops and admired. One is a very becoming felt hat in almond-green, trimmed with the same shade of velvet, and silver and green camellias at the side. The other is in nigger velvet, and trimmed with a bow of nasturtium-coloured velvet, passed through a buckle. We certainly shall not desert the little hats this year, at any rate; and a good thing, too.

because nearly everyone looks nicer in them—particularly, I think, because they are so tidy. Is that so?

The Autumn social season is getting into its stride and all the holiday-makers are returning to town, leaving it only for occasional shooting weeks or week-ends. Consequently London is discarding that shuttered and linen-covered look as to its great houses, and the shops are brighter than ever.

The end of the holiday season always brings a new crop of plays, out of which we find the triumphant survivors, not by reason of any preliminary "boosting"—which incidentally is becoming a fine art here—but because the public knows a really good play and will support it unto the thousandth performance. One such is the dramatisation by Basil Dean and Margaret Kennedy of the latter's successful novel, "The Constant Nymph," which is drawing crowded houses.

Miss Marie Tempest has had a new play written for her by Mr. John Hastings Turner, called "The Scarlet Lady." The "morning after" all the critics came out and said that such as it was, it was an excellent vehicle for the art of Marie Tempest—and so the Criterion Theatre will be crowded for months. One cannot help feeling sorry for the playwright in such circumstances although I venture to think he has only himself to blame. "Anyone who writes a play for an individual knows what to expect. If it succeeds, they give the credit to the actress (or actor); if it fails, they blame the playwright!"

I had the great pleasure to attend the "At Home" given by Sir Henry and Lady Dickens at the Hyde Park Hotel, to celebrate their Golden Wedding. Sir Henry Fielding Dickens, as is well known, is the Common Sergeant for the novelist. Everybody who is anybody was there, but before the function concluded I managed to slip away.

Talking of slipping away, that is rather a characteristic of Lady Oxford. A friend of mine who used to attend the same church as the Countess (then Mrs. Asquith) at Sutton Courtenay—where the Asquith country home, "The Barn," is located—said that "Margot" would, sometimes, slip her collection money on the pew in front of her and steal out before the sermon. I personally saw Lady Oxford do the "silently-stealing-away" act at some awful theatricals to which she had gone, probably like myself—only without the financial inducement—against her better judgment. Just as we began to hope that the play was about something after all, up rose her ladyship (front row, of course) implanted a resounding kiss on the cheek of her neighbour; up rose someone to open the door for the departing member of the audience; all of us looked at her and not at the stage—she hadn't long been a Countess—and still the poor players played on!

The Street of Adventure.

Otherwise Fleet Street (where the books come from), I have over-stepped the space at my disposal, but have you read "Gentlemen Prefer Blondes," by Anita Loos? If not, your education is far from complete. Not that this book came from Fleet Street; but it came from its American equivalent, so let that pass. English or American, Anita has the gift, believe me. And if you have read her first, you've got to read the sequel, "Literary at Last." I don't believe in sequels as a rule, but when I quote "Henry has to stay at Philadelphia to be near his father who is ninety-two years of age and is very ill, and I sometimes get quite discouraged and wish that he would get well or something," you will understand why I say that you must read "Literary at Last."

RENOVATING FROCKS.

SOME HELPFUL IDEAS.

Just at this time of the year we all fetch out our last season's frocks, and wonder what we can do to make them wearable again. Last winter the height of smartness lay in soft fullness which hung as straight as could be. This season straightness is demanded with severity, and nothing more frivolous than a deeply-inverted pleat, which is stitched down as far as possible to render it more unobtrusive, is permitted.

The Inverted Pleat.

A bodice is rarely difficult to renovate. It receives comparatively little wear, and it is usually cut quite plain, so leaving it open to any trimmings in the form of novelty collars.

When it comes to the skirt, it should be carefully unpicked at the seams where the godets are inset, and they can be removed without any damage being done to the skirt itself. Into the joins where godgets have awayed, one can insert straight pieces of material and press them into flat inverted pleats. Of course, it is quite impossible to use the same material, but a silk fabric, renovating a cloth dress, or a fine cloth, altering a silk frock, quite saves the remodelled garment from that dowdy brought-out-again-to-be-finished-out-look. The art of creating a new frock out of unpromising material lies in the clever choice of the fabric which is going to do the good work.

Plain and Patterned Fabrics.

There are numerous smart ideas which could easily be exploited with an eye to removing worn-out portions of a frock. The little dress which is made with a long cascade bodice, arranged on to a pleated skirt of a gaily-patterned material, is still popular, and it is an excellent means of removing the shiny parts of a self-coloured dress. The bottom of the skirt should be treated to a band of the material fashioning the bodice, although the sleeves may be decorated from the elbow to the wrist with soft pleating of the patterned fabric.

With all forms of renovation the combination of odd materials is a blessing in disguise. Practically any cloths may be allied. A madonna blue jersey cloth jumper frock, for instance, was cut abruptly in two at a low waistline where a wide band of navy cloth was inserted. The only relationship between the cloth and the rest of the garment lay in a tiny binding which decorated the collar. It was an excellent renovating design.

The Smartest Trimming.

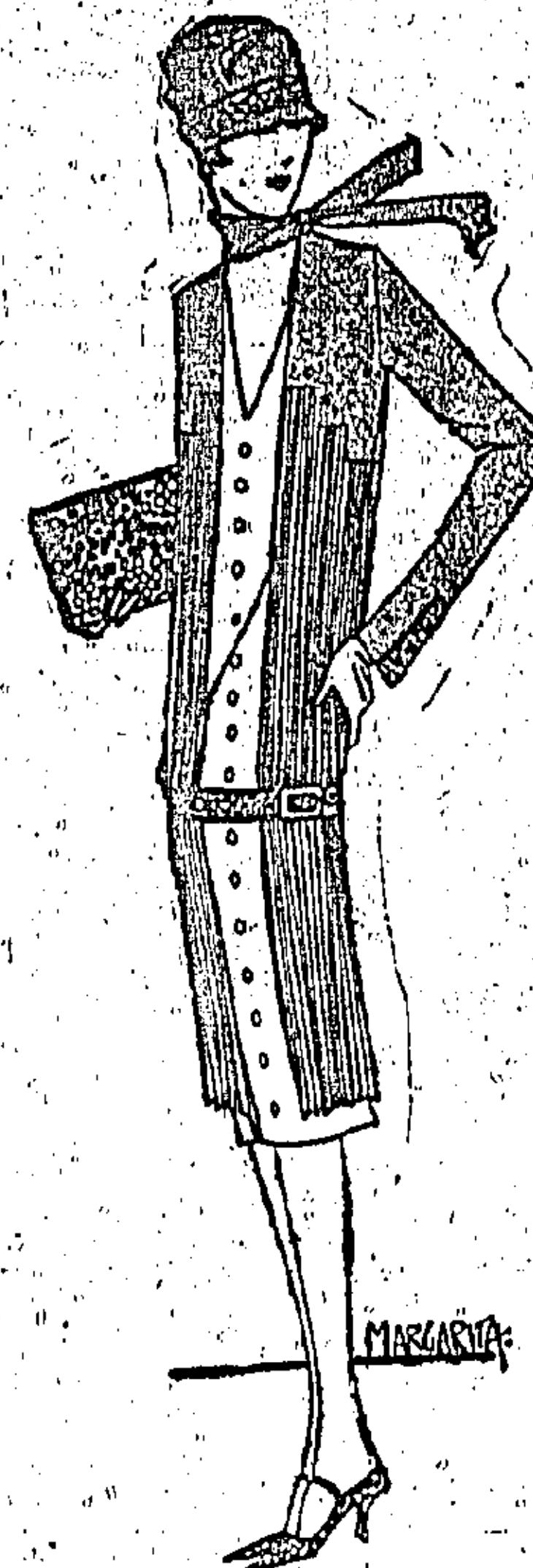
Lingerie collars and cuffs are unfortunately not the blessing that they once were. If they are utilised they are no longer unpretentious, and appear carefully goffered, or cut in some original fashion. If possible, they should be dispensed with in favour of a trimming fashioned from cloth, a plain band of self material being counted smarter than anything else.

THIS WEEK'S RECIPE.

STRAWBERRY JAM CAKE.

One-half cup butter, 1 cup sugar, 3 eggs, 4 tablespoons thick sour milk, 1 teaspoon soda, 2 cups flour, ¼ teaspoon salt, 1 cup strawberry jam.

Cream butter and slowly beat in sugar and the unbeaten yolks of the eggs. Beat well and add the milk with the soda dissolved in it. Rub jam through a strainer to make smooth. Mix and sift flour and salt. Add alternately to first mixture with the sifted jam. Fold in the whites of the eggs beaten until stiff and dry. Turn into two oiled and floured layer-cake pans and bake 30 minutes in a moderate oven. Put layers together with strawberry jam, and ice with a boiled icing.



A charming and useful coat frock of navy blue and snake skin.

FLOWERED TRAINS.

MERMAID-LIKE TAILS.

The latest evening dress has developed a little train at the back. It is a most amusing fashion, for the train is often so tiny that it appears to be trying hard to reach the ground, without being able quite to manage it!

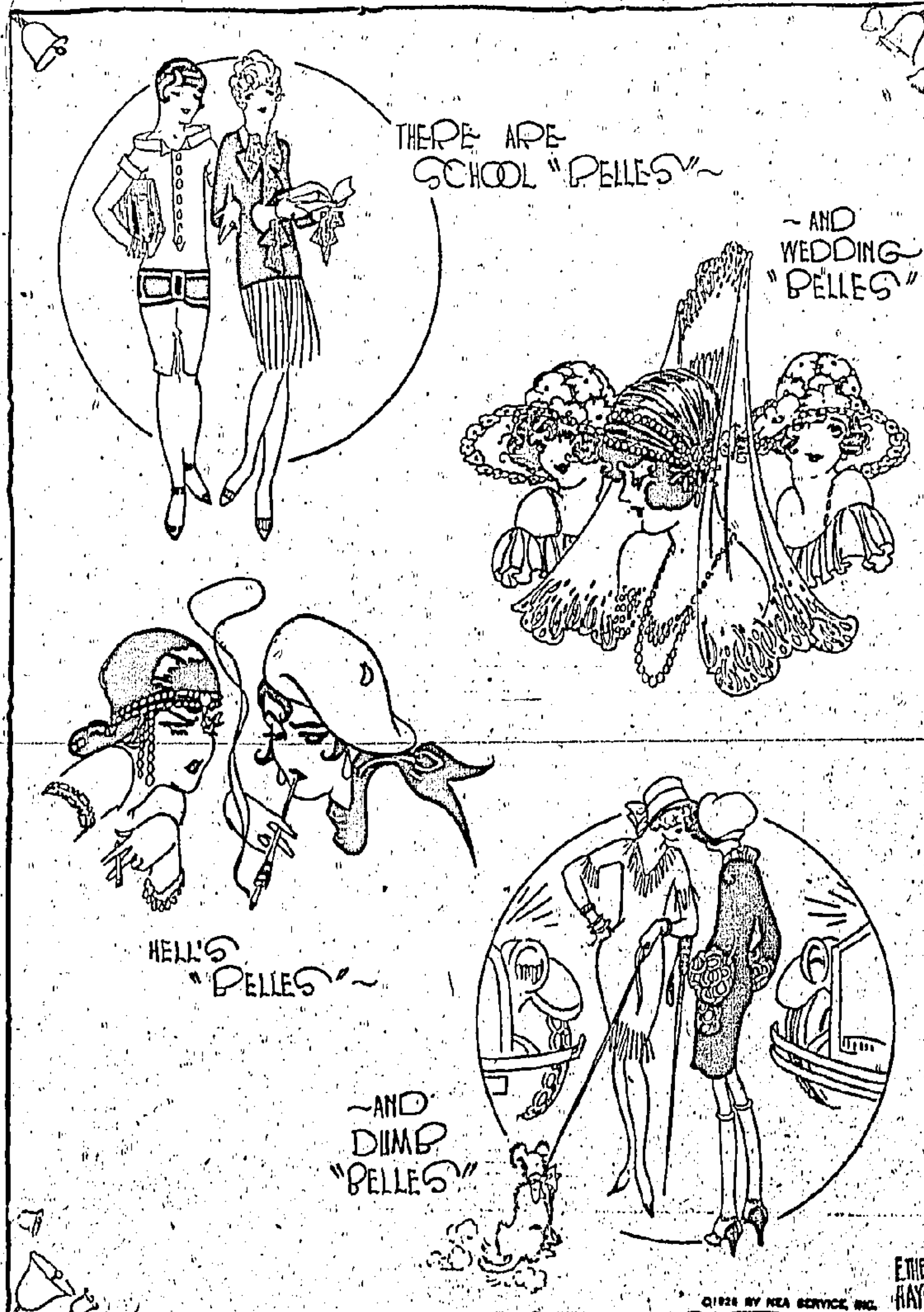
The very latest variation is just like a fish-tail covered with flowers. Most mermaid-like was a frock cut on these lines worn by a woman at the Kit-Cat the other night. It was a sheer affair of silver gauze, perfectly plain, with a square neck, and a back that dipped deliciously into a pointed tail covered with flat flowers of apple-green chiffon.

A single flower worn on the left shoulder repeated the scheme in front.

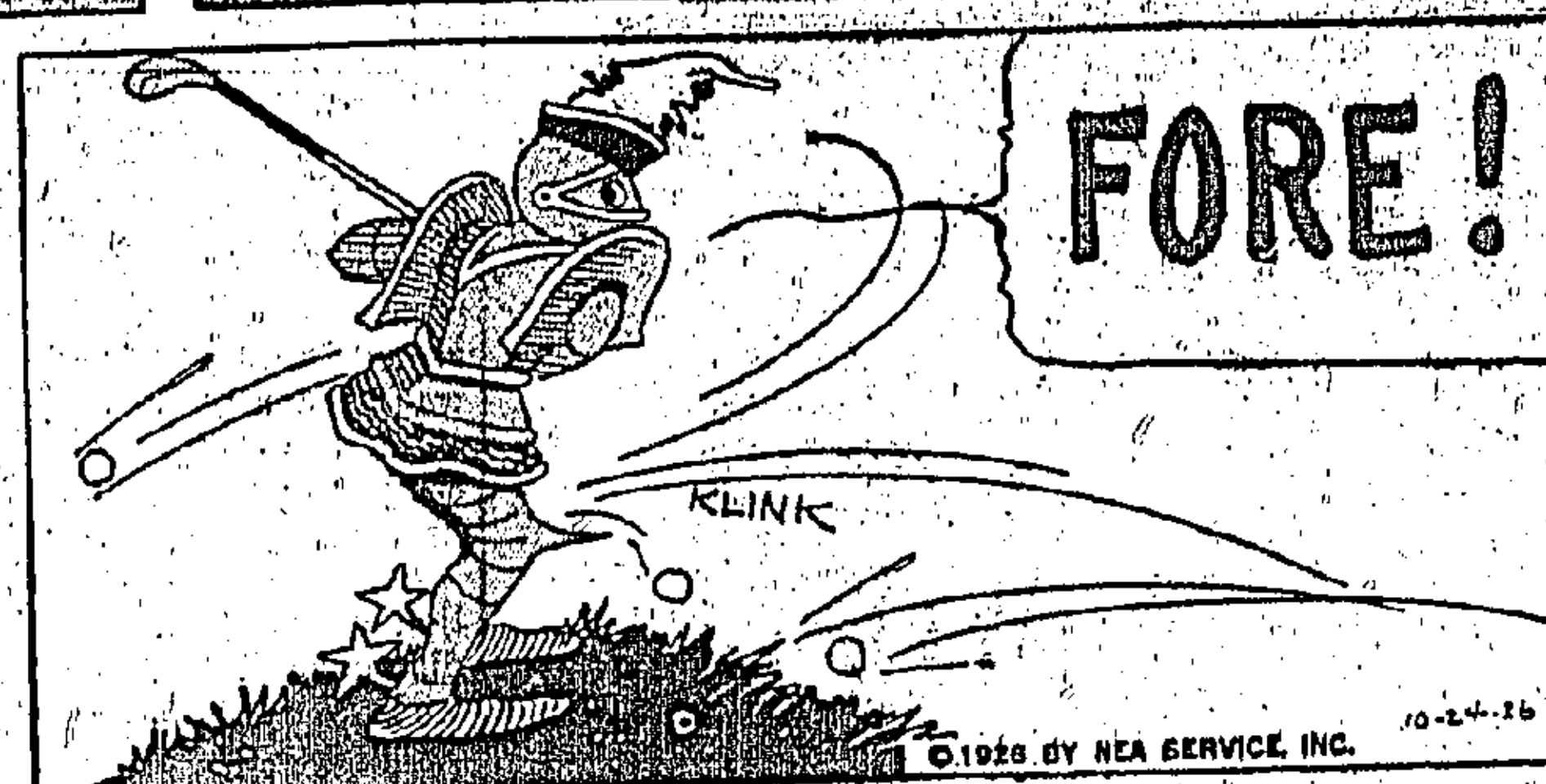
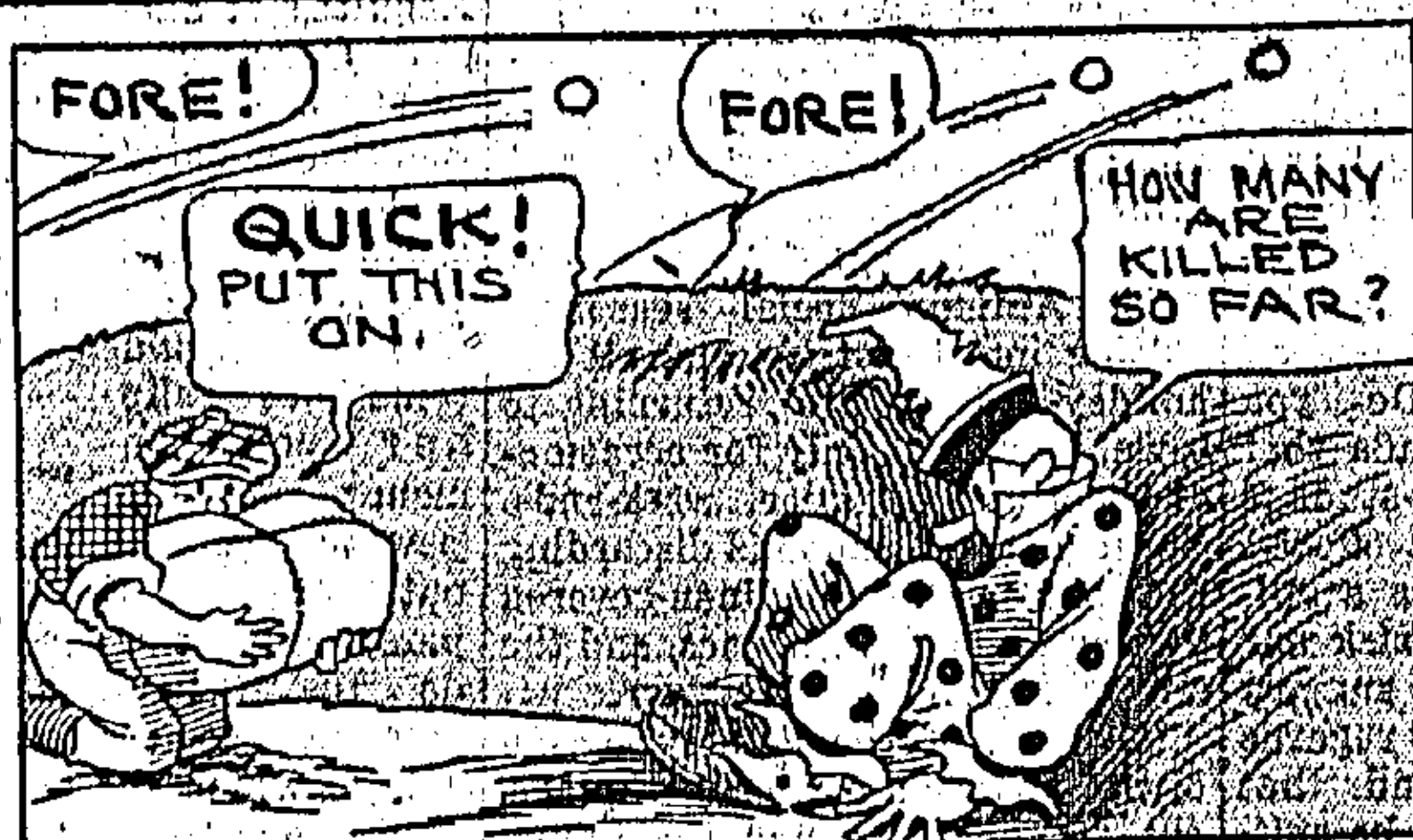
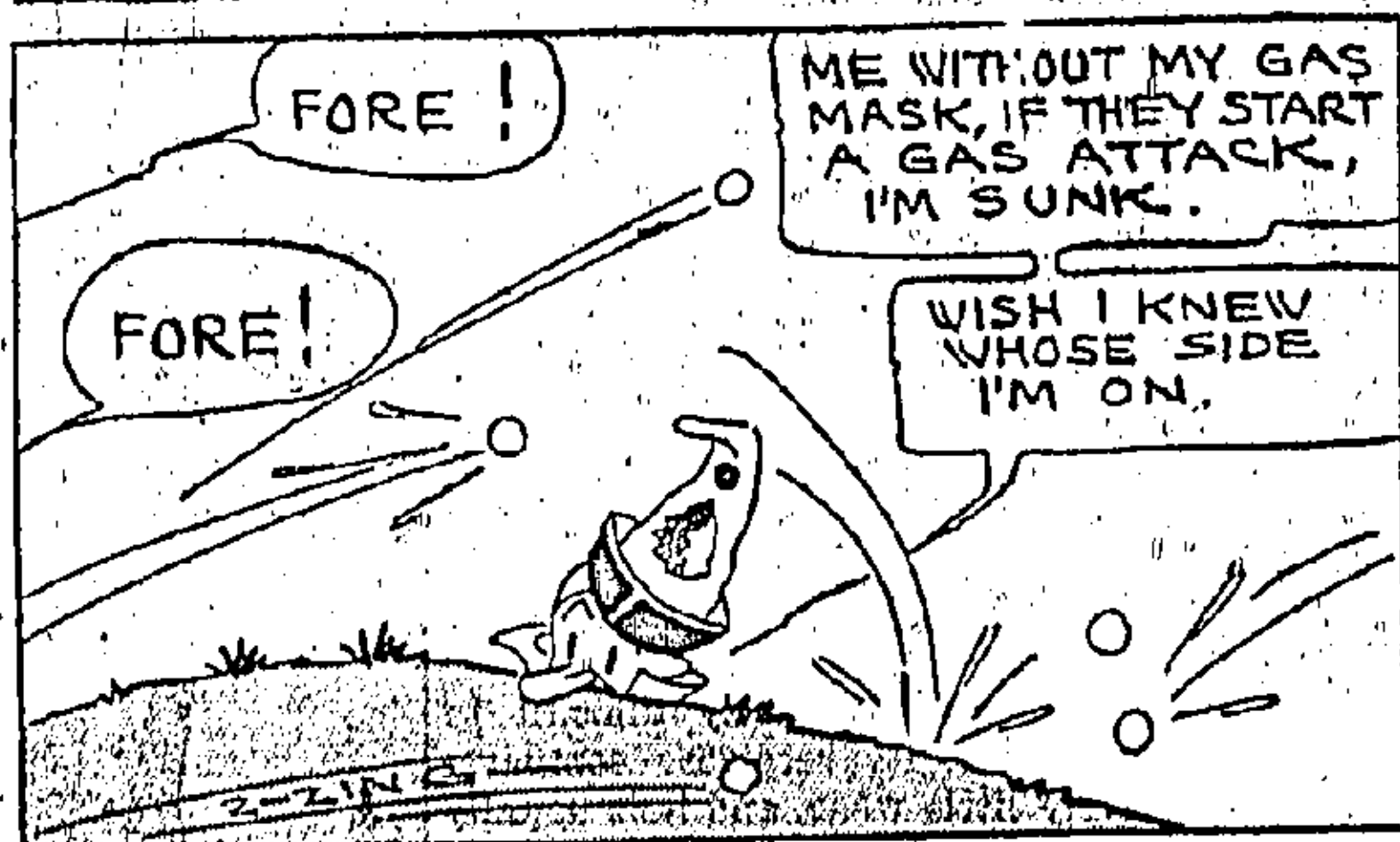
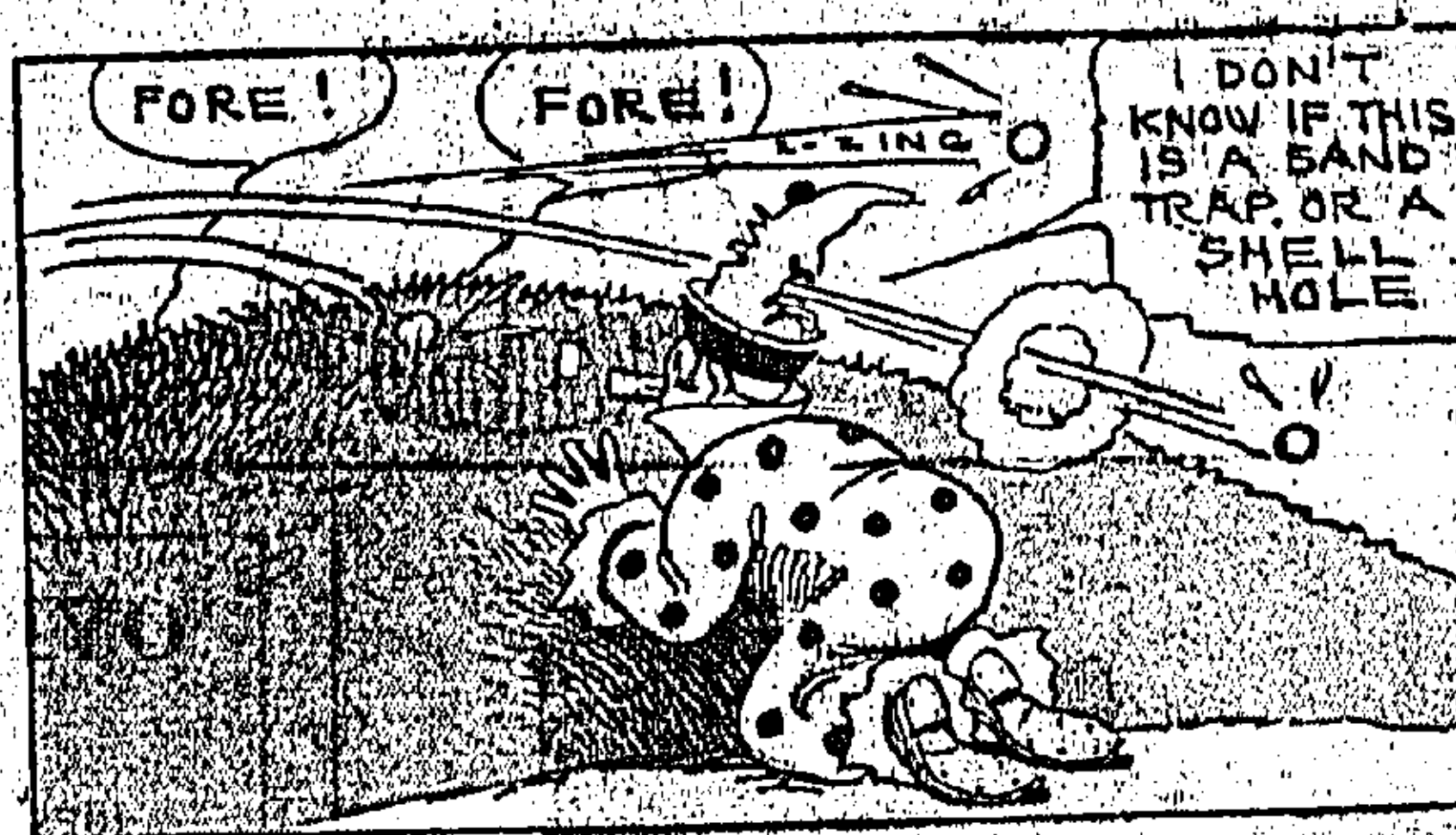
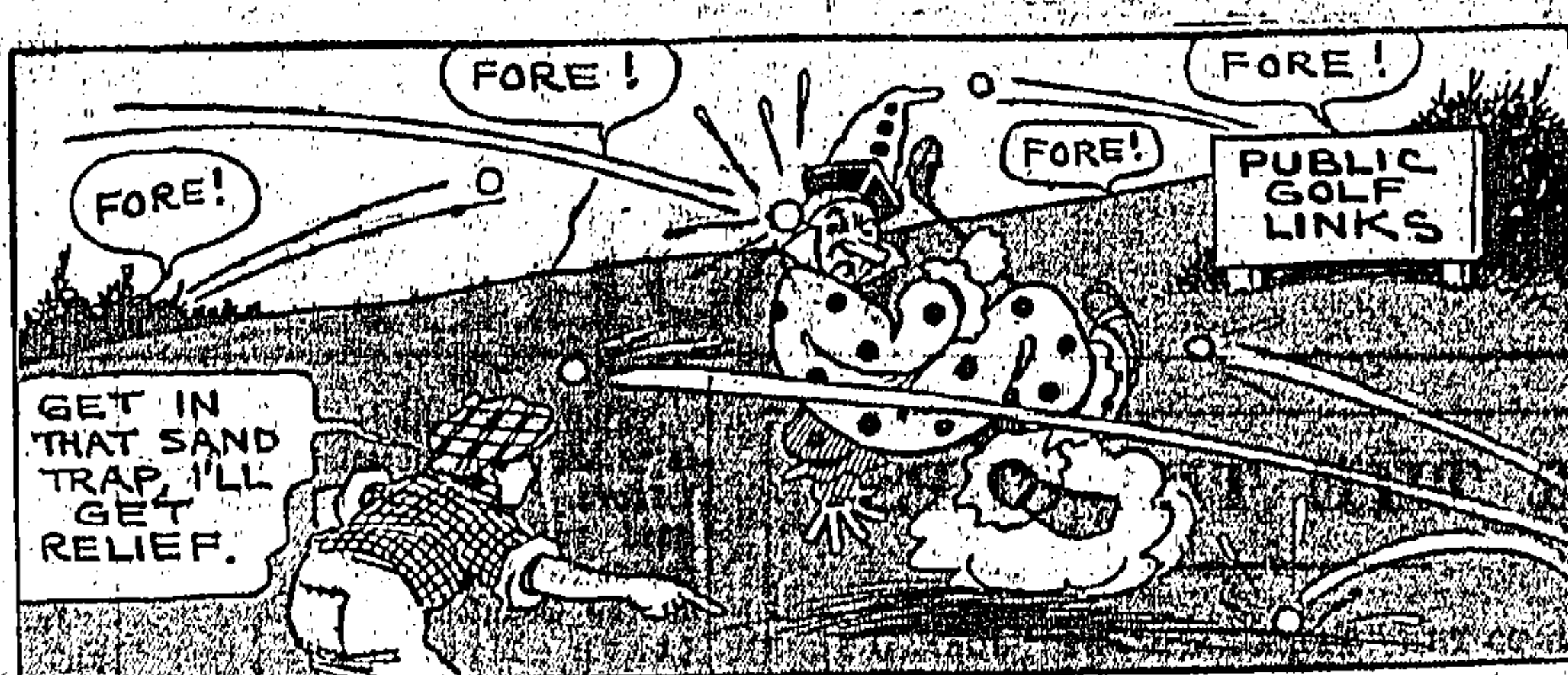
Another frock showing the same idea was carried out in sequins. Black sequins trailed over the shoulder of a black georgette evening frock, and were repeated on the edge of the scalloped skirt, which was slightly longer behind than in front.



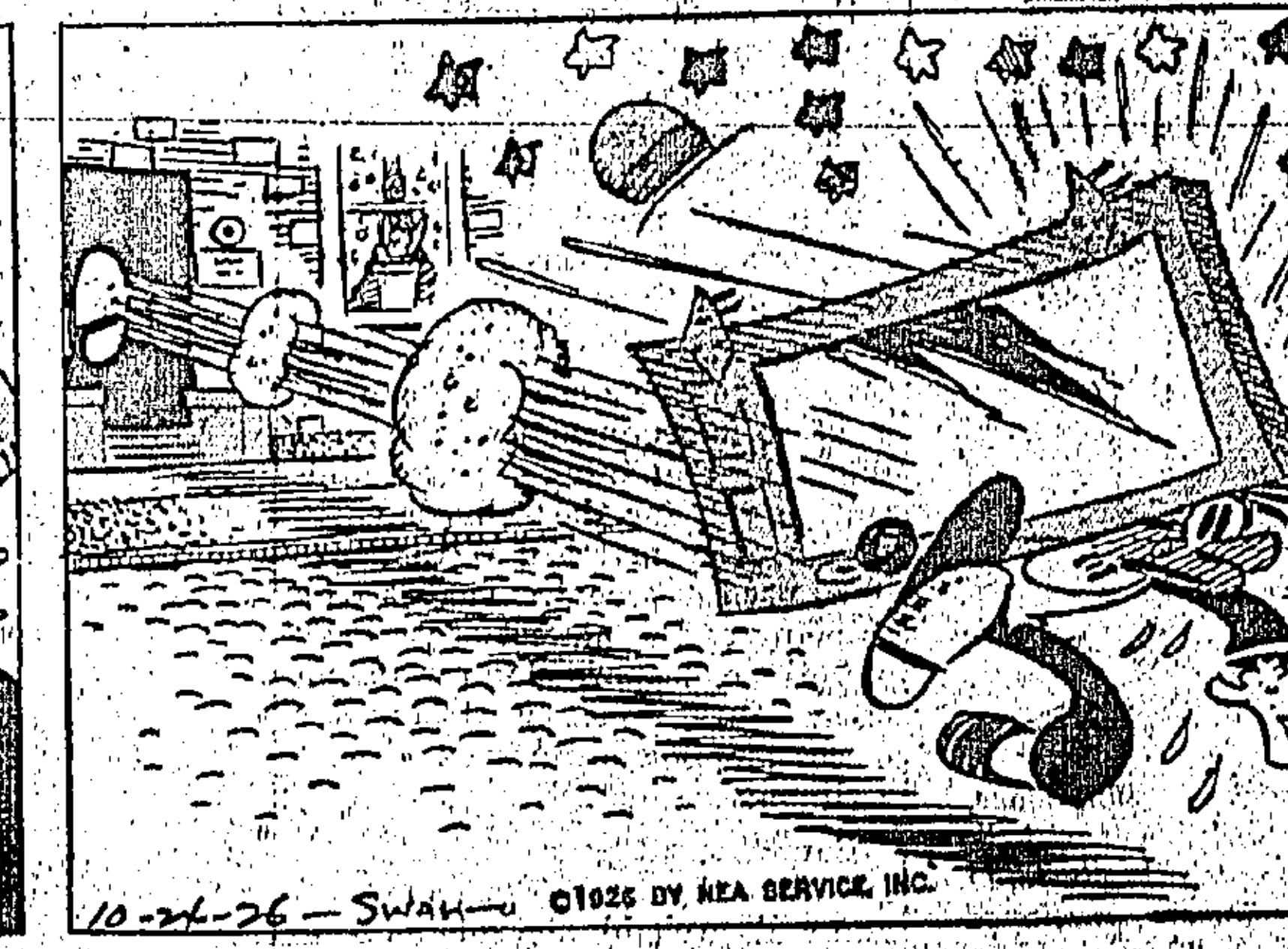
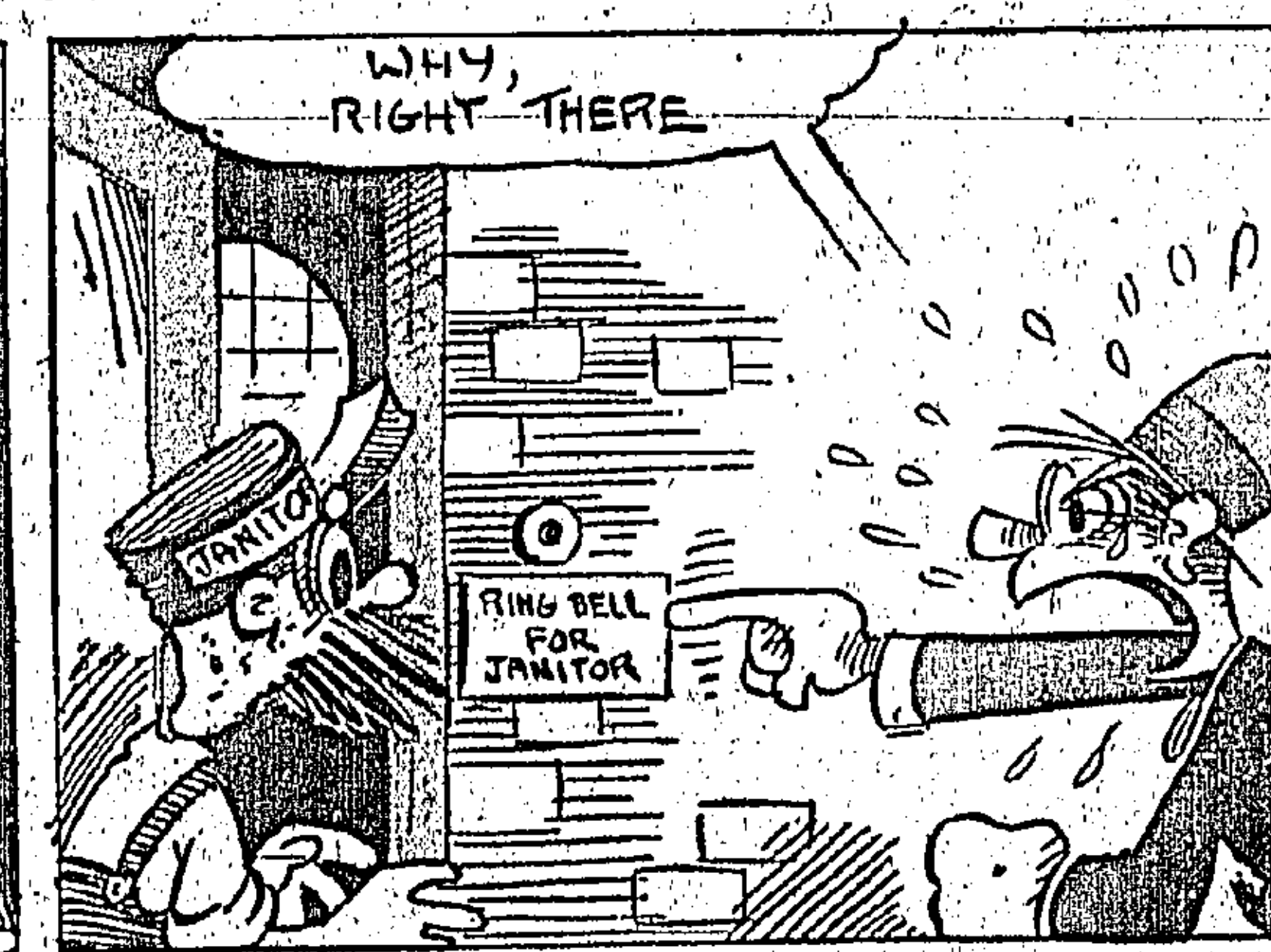
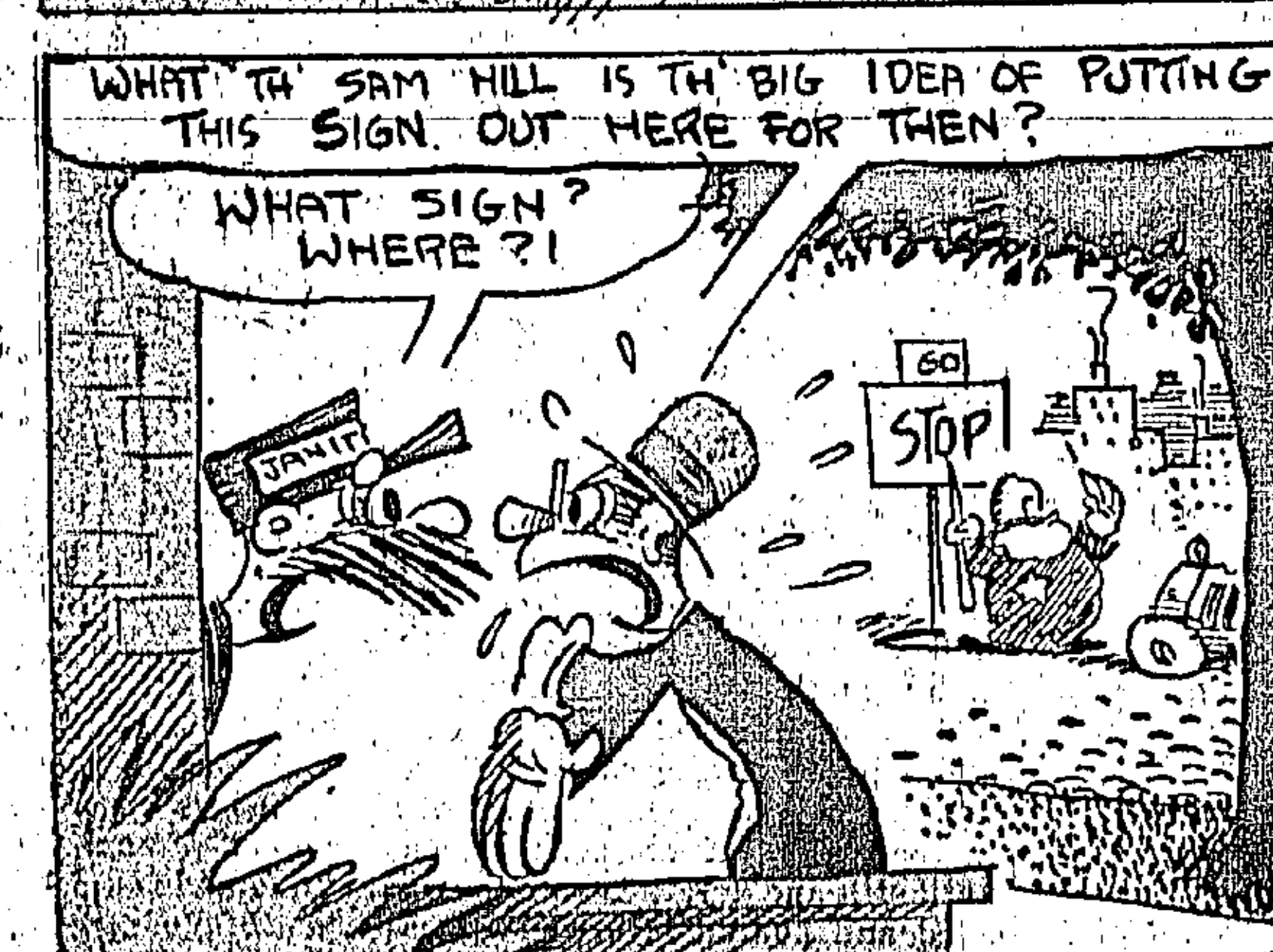
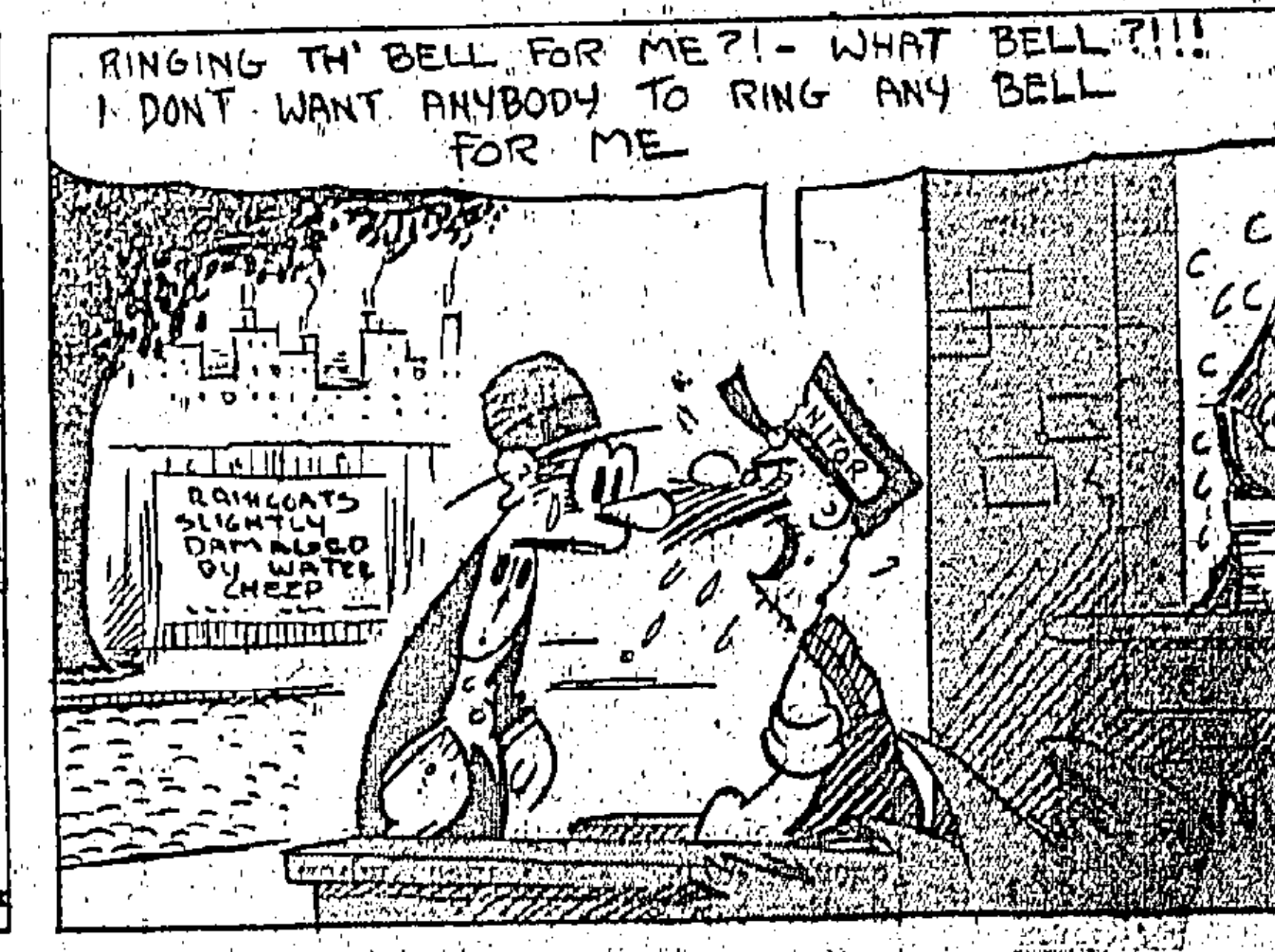
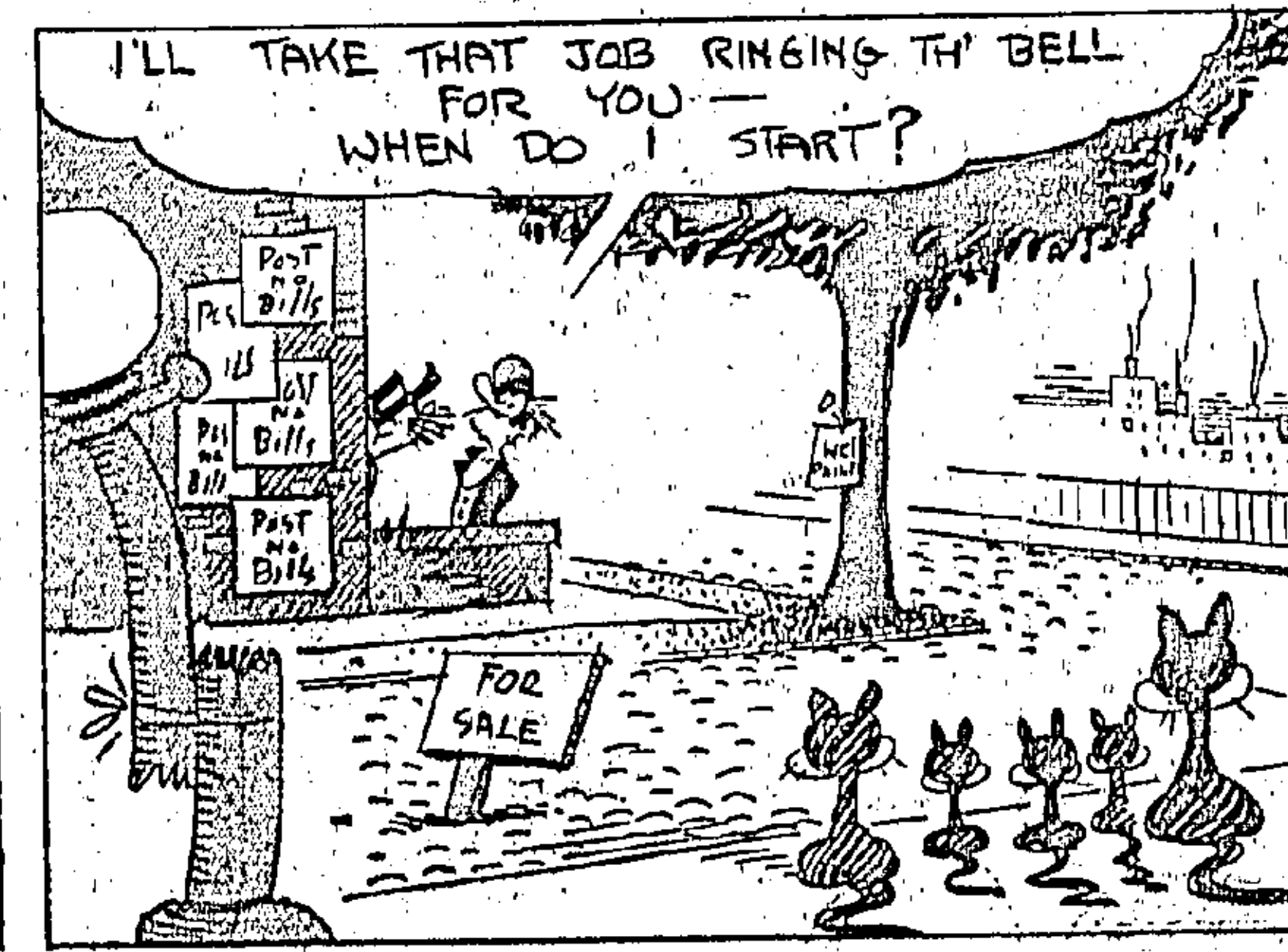
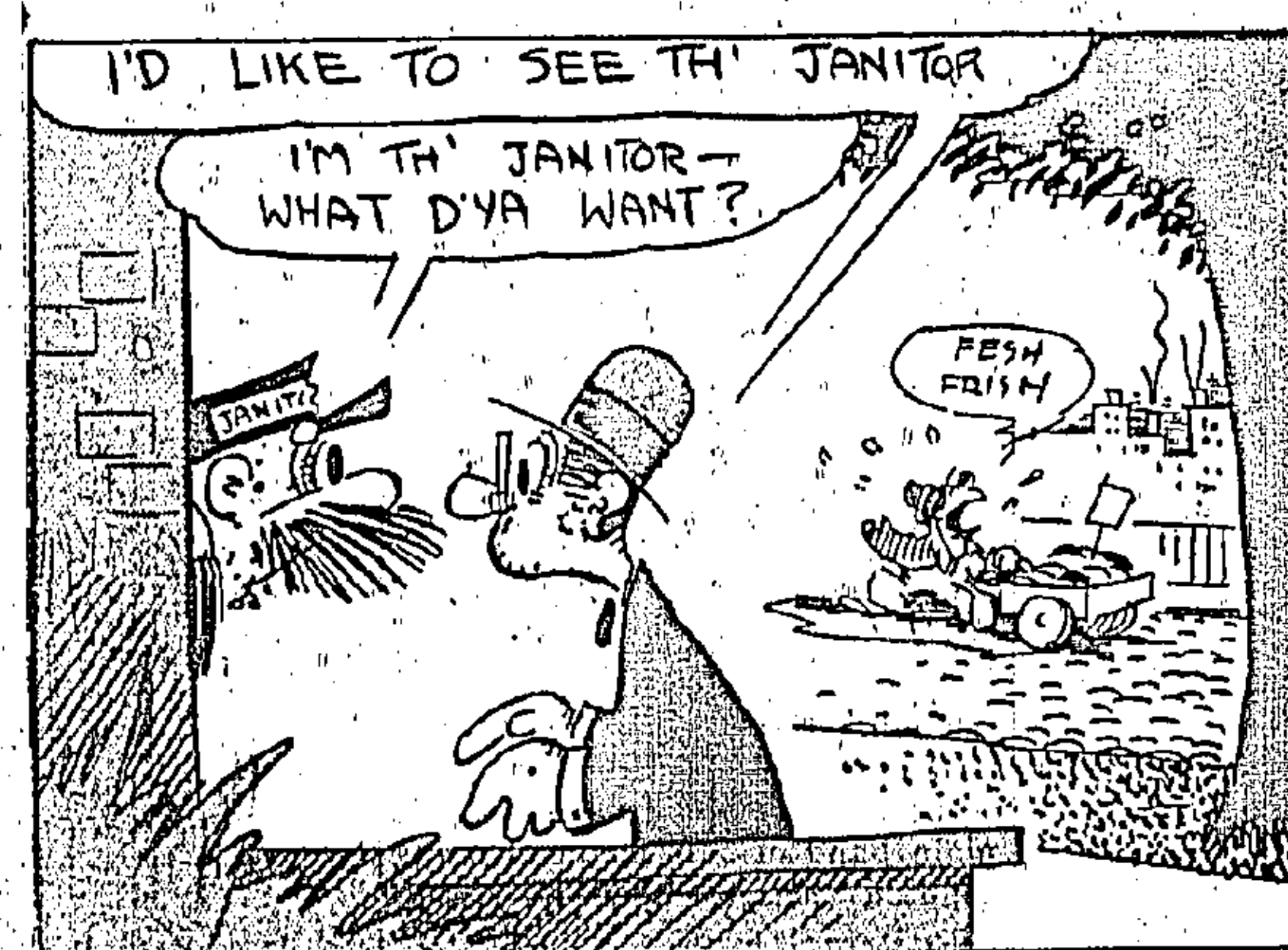
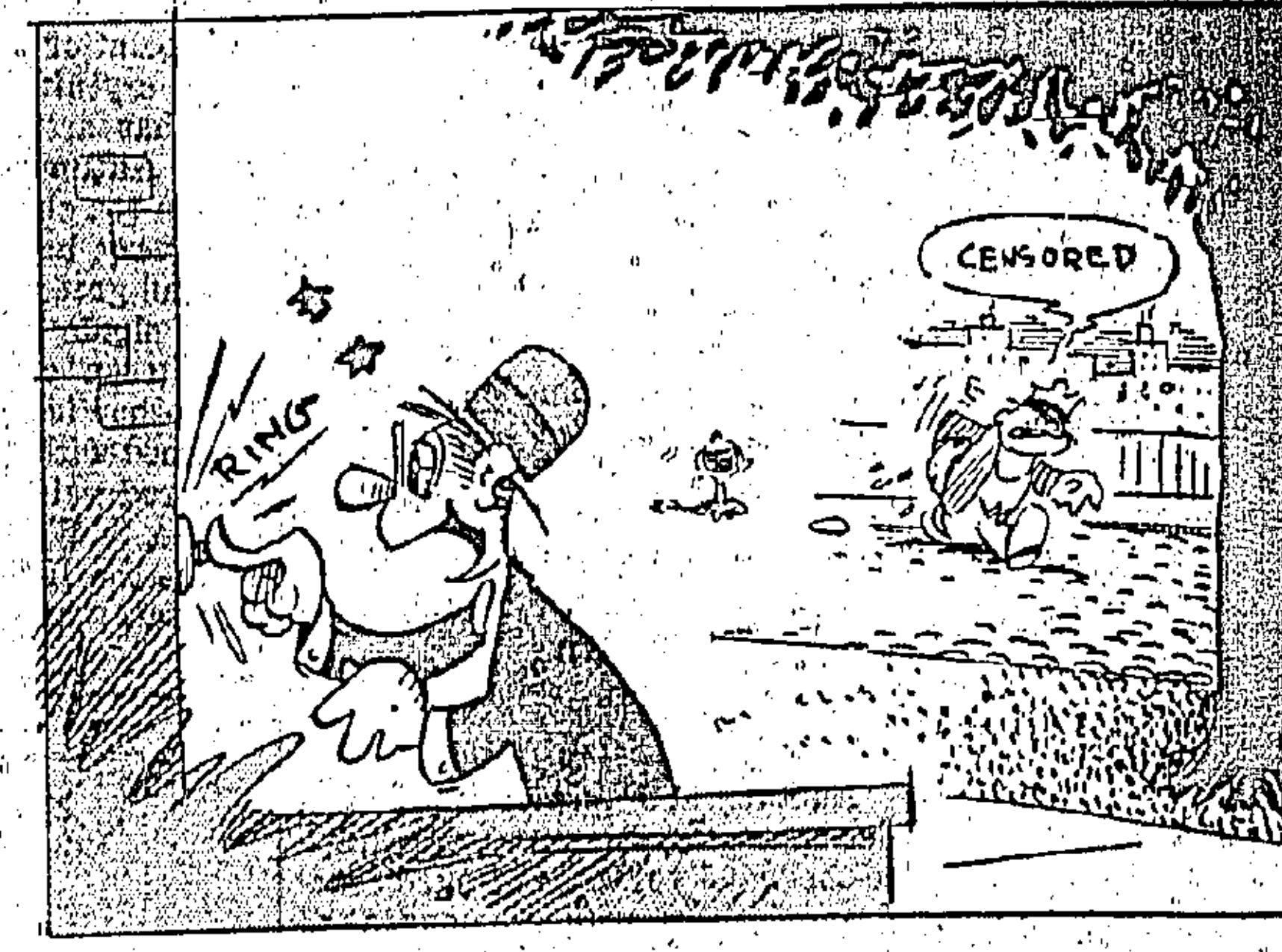
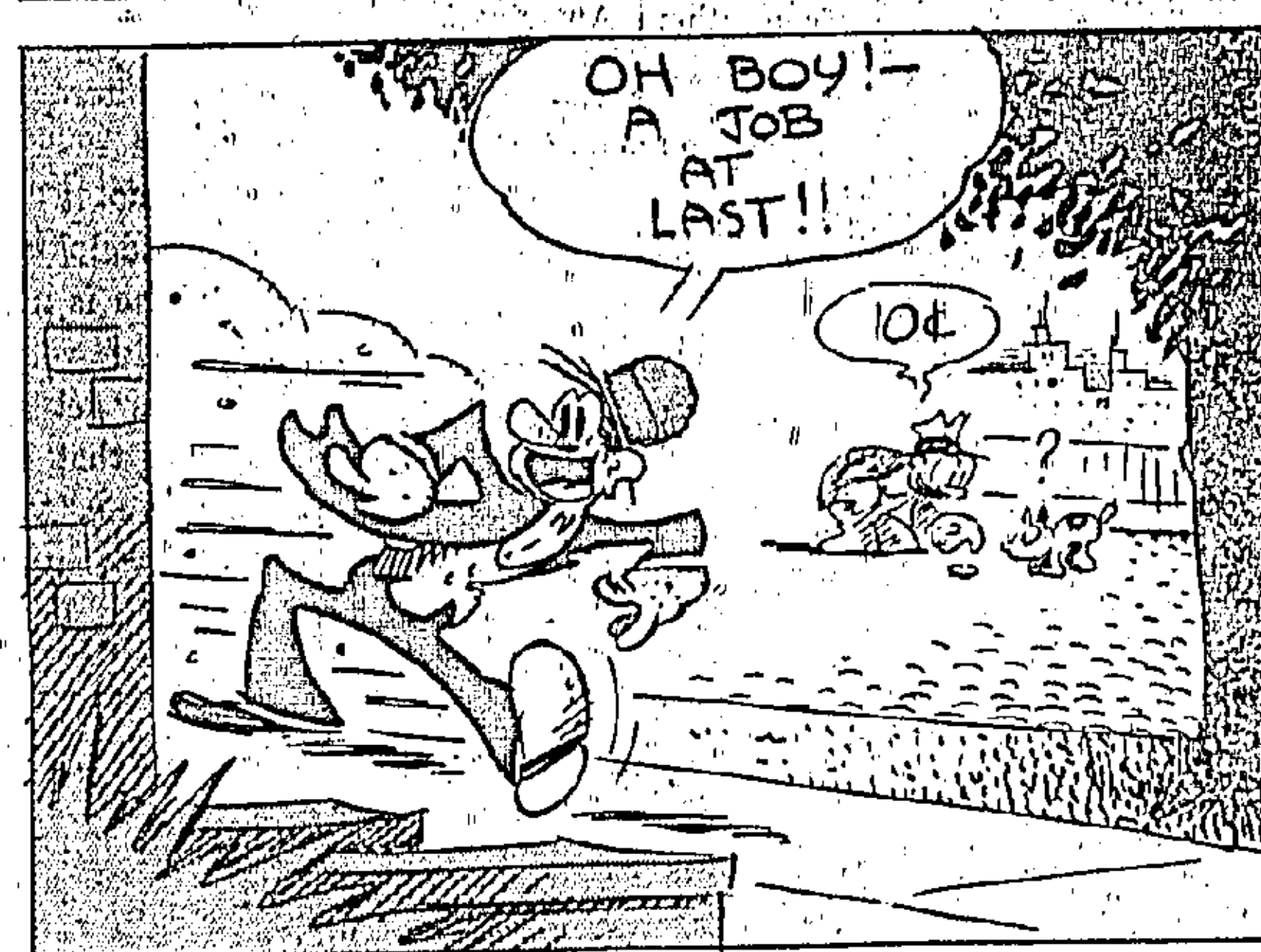
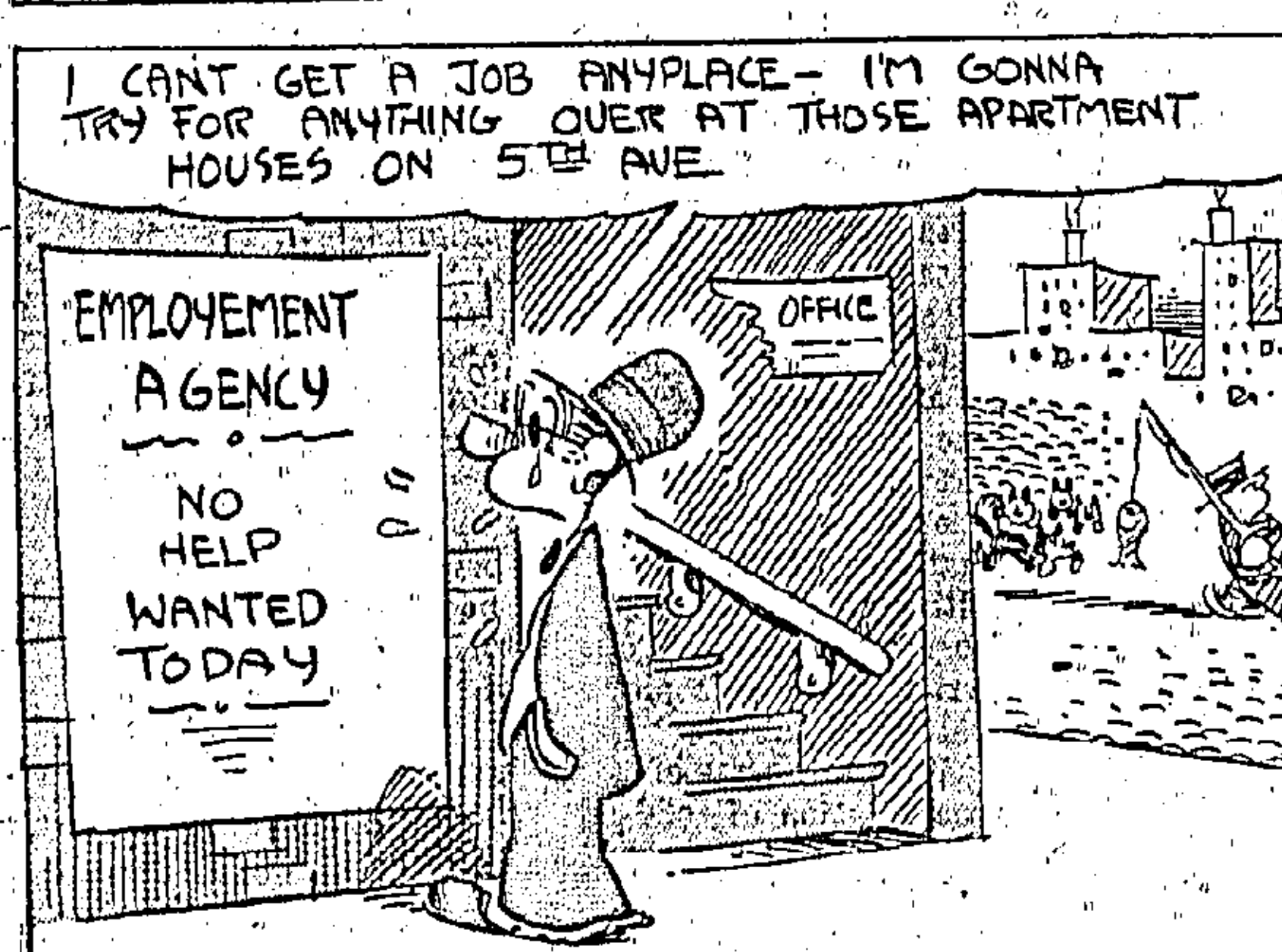
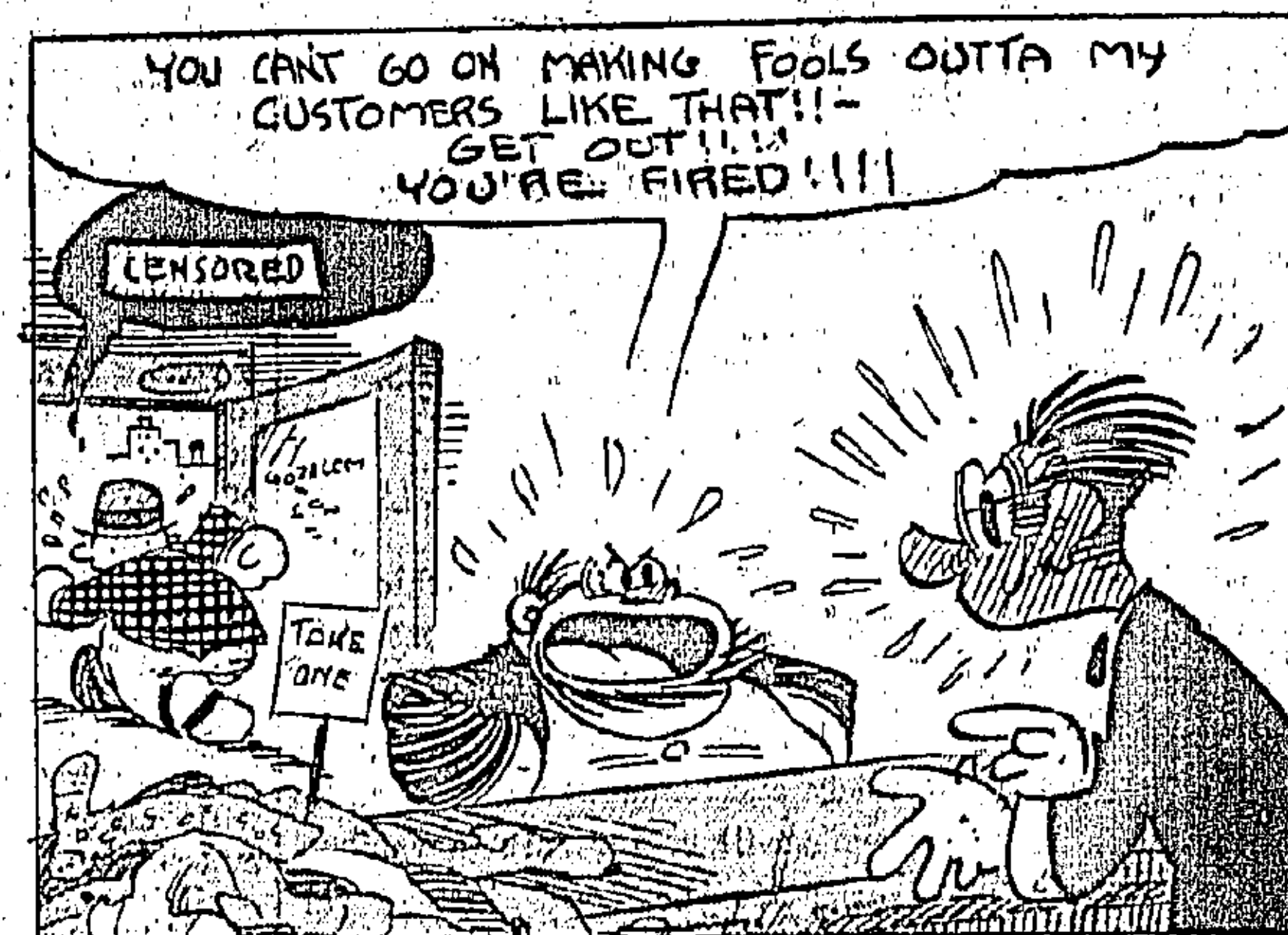
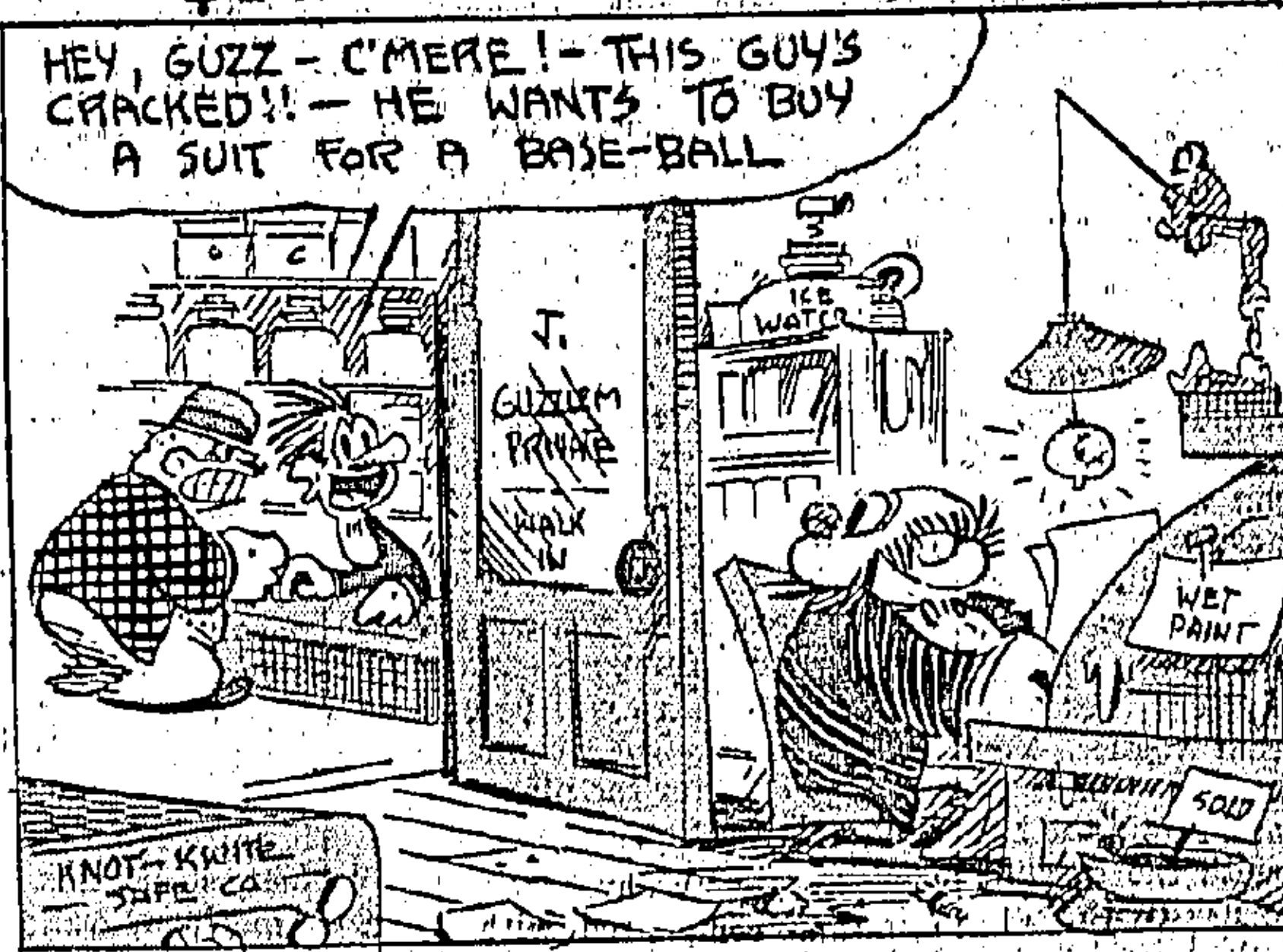
A bolero jacket in front furnishes opportunity for elaborate decoration in white braid and metal thread for this youthfully smart little frock. White tulle crepe makes vest, with its becoming tied collar, wide sleeve ends and skirt pleat.

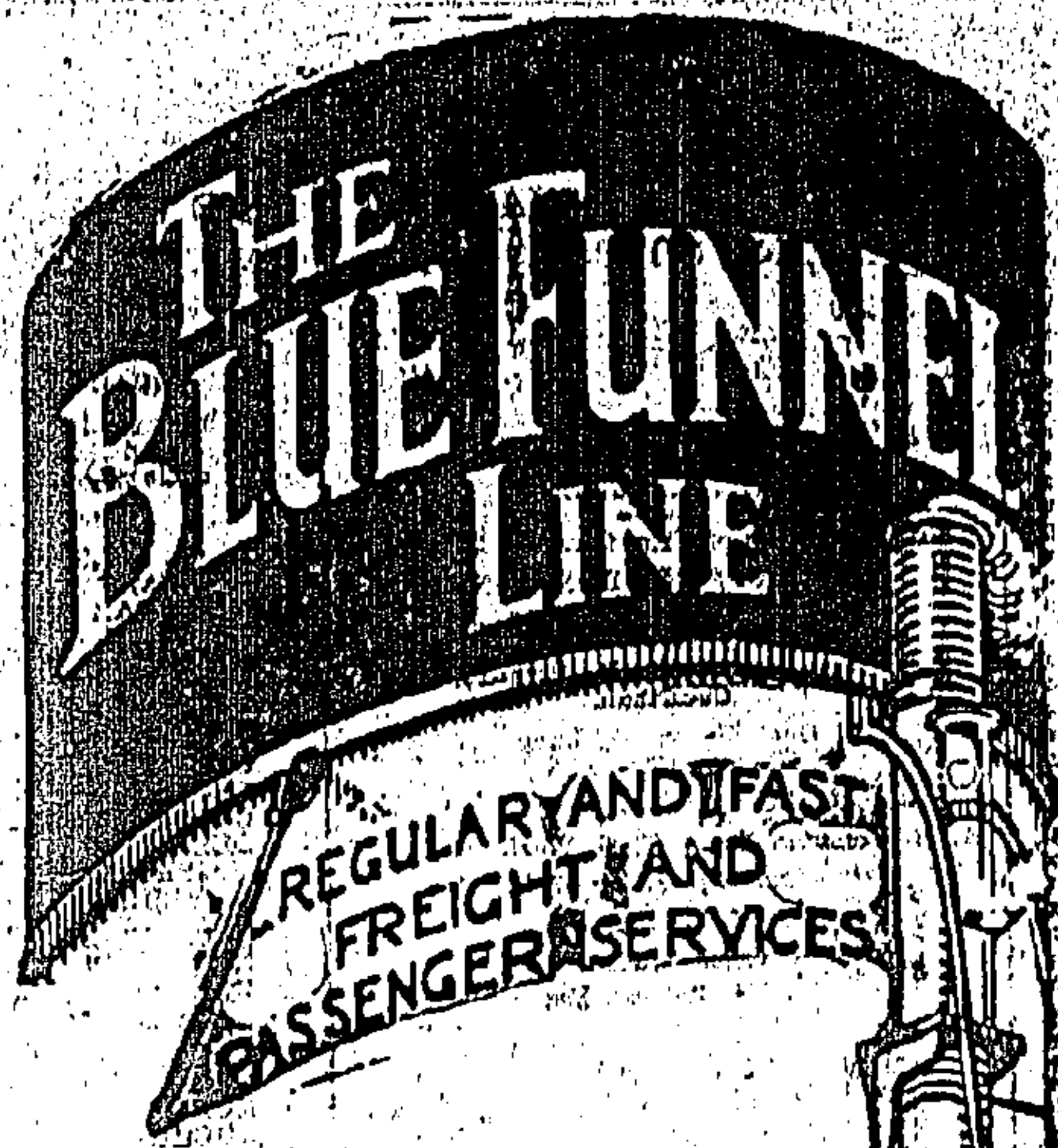


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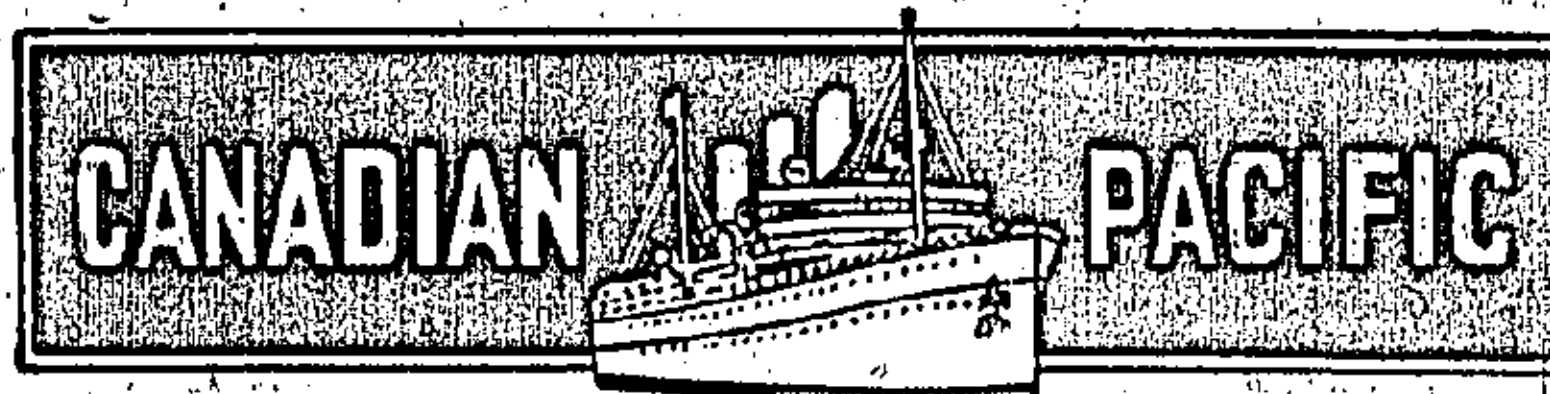
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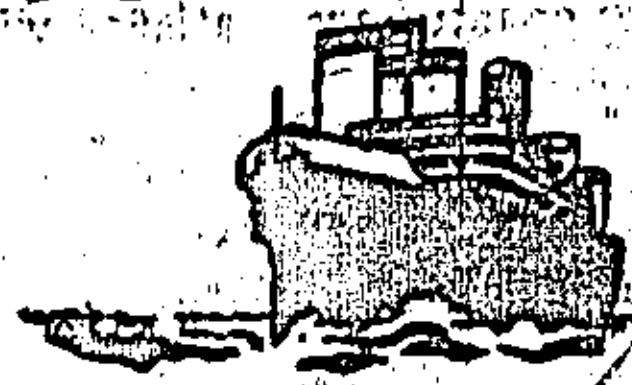
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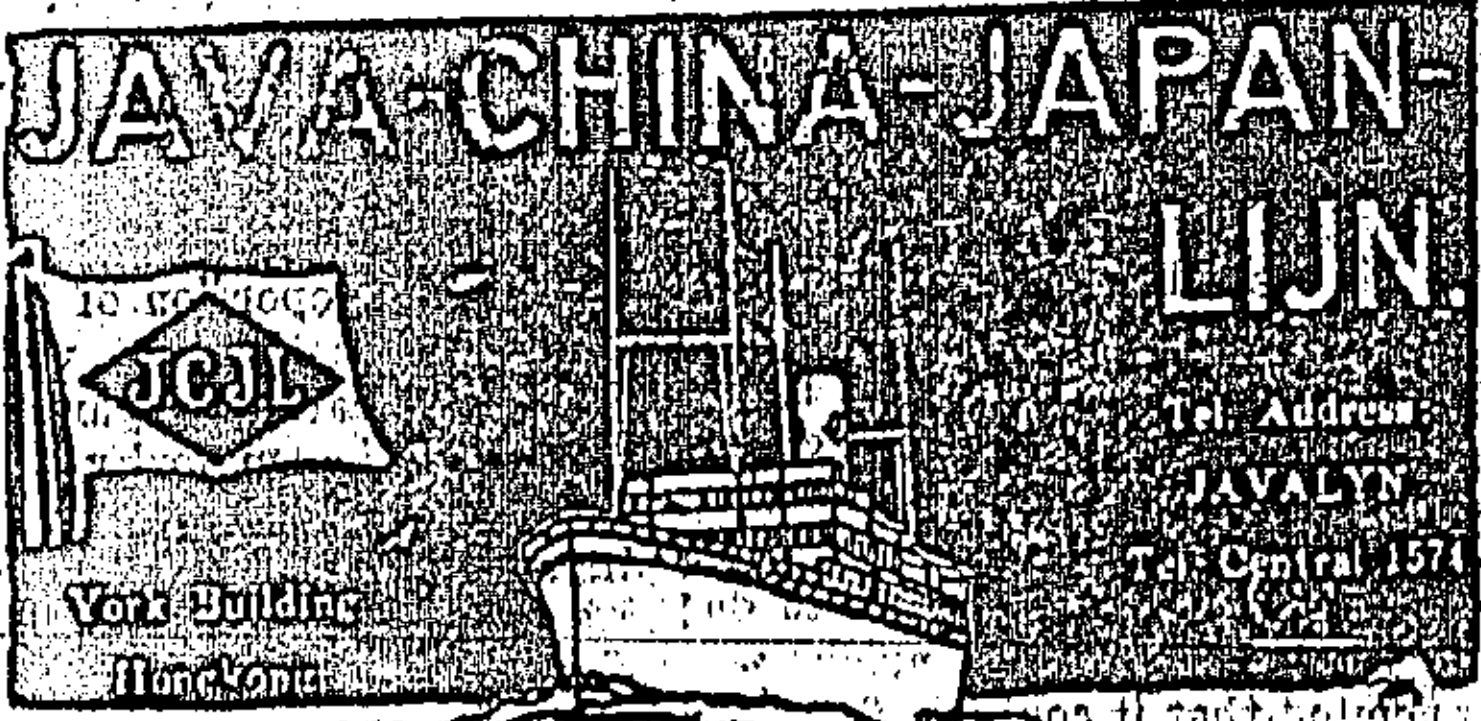
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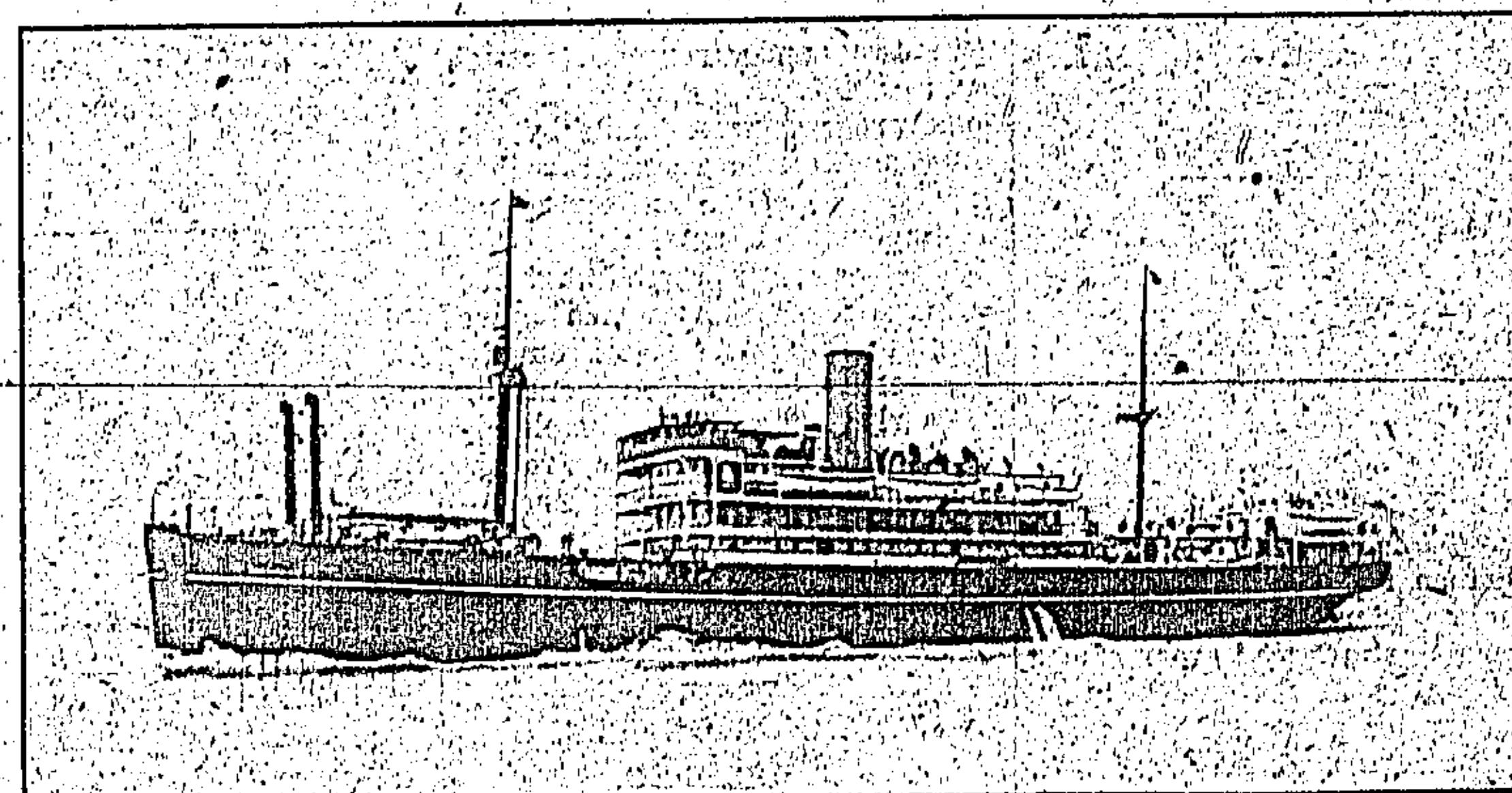
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NELLORE	6,852	23rd Dec.	S'pore, Pang C'ho & B'bay
EHIVA	9,135	25th Dec.	M'les L'don & Antwerp
MIRZAPUR	6,718	13rd Jan.	M'les L'don & Hamburg
NYANZA	7,023	6th Jan.	S'pore, Pang C'ho & B'bay
MAIWA	10,941	8th Jan.	Marseilles & London
KALIAN	9,144	22nd Jan.	M'les, L'don & Antwerp
DEVANHA	8,155	28th Jan.	S'pore, Pang C'ho & B'bay
MOHEA	10,918	5th Feb.	Marseilles & London
KASHGAR	9,005	19th Feb.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Tyros, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKADA	6,949	16th Nov. 2 p.m.	S'pore, Penang & Calcutta
TILAWA	10,000	29th Nov.	S'pore, Penang & Calcutta
TALAMBA	8,018	3rd Dec.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	2nd Dec.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	31st Dec.	Island, Townsville, B'bane.
ARAFURA	8,000	28th Jan.	Sydney and Melbourne.

*Calls at Kolambagan
Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia
The P. & O. Royal Mail Steamers will also call at Shanghai, H'lo, Cebu, Kolambagan, Taiwan, Timor, Darwin, or other ports on route as convenient offers.
Frequent connections from Australia with the following:
The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TALAMBA	8,018	14 Nov. 6 a.m.	Kobe
TALMA	10,000	21st Nov.	Kobe
KHIVA	9,135	22nd Nov.	Shanghai, Moji & Kobe
MAEDONIA	11,089	25th Nov.	Shanghai

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
P. & O. Bldg., Connaught Rd., C.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILS HENCE ON OR ABOUT
TAIPING	10th December	16th November
CHANGTE	6th January	17th December
TAIPING	8th February	14th January
CHANGTE		15th February

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

THE AUSTRAL-CHINA NAVIGATION CO.

For SYDNEY, MELBOURNE & ADELAIDE

via Manila, Iloilo, Sandakan, Balikpapan & Rahau.

S.S. "CALULU"

Sailing on or about 29th November, 1926.

For Freight and Particulars Apply to—

DODWELL & CO., LTD.

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Telephone No. Central 1030.

HOLLAND EAST ASIA LINE

OF THE
United Netherlands Navigation Company



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Sailings for Genoa, R'jam, A'dam, Hamburg & Bremen.

S.S. SIMALOE	26th November.
S.S. OLDEKERK	25th December.

Arrivals From Europe.

S.S. OLDEKERK	16th November.
S.S. GEMMA	14th December.
S.S. ZOEMA	11th January 1927.

All steamers have a limited accommodation for passengers. For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN,

Tel. Central No. 1574, Agents, York Building

N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
SHINYO MARU ... Tuesday, 16th Nov. at noon.
SIBERIA MARU ... Monday, 29th Nov.
TAIYO MARU ... Sunday, 2nd Jan.
Omit Honolulu, Calls Los Angeles
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama
ANYO MARU ... Friday, 26th Nov. at noon.
BOKUYO MARU ... Friday, 17th Dec.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.
KATORI MARU ... Sunday, 21st Nov. at 11 a.m.
ATSUTA MARU ... Saturday, 4th Dec.
KASHIMA MARU ... Saturday, 18th Dec.
SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU ... Wednesday, 24th Nov. at 11 a.m.
TANGO MARU ... Wednesday, 22nd Dec.
NEW YORK and/or BOSTON via PANAMA.
ATAGO MARU ... Monday, 29th Nov.
TAKAO MARU ... Tuesday, 14th Dec.
BUENOS AIRES via Singapore, Durban & Cape Town.
WAKASA MARU ... Sunday, 21st Nov.
BOMBAY via Singapore & Colombo.
TOKUSHIMA MARU ... Saturday, 27th Nov.
SADO MARU ... Saturday, 11th Dec.
CALCUTTA via Singapore, Penang & Rangoon.
AKITA MARU ... Sunday, 21st Nov.
MUBORAN MARU ... Wednesday, 1st Dec.
NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Saturday, 20th Nov.
SHANGHAI, KOBE & YOKOHAMA.
GENOA MARU (Moji direct) ... Sunday, 14th Nov.
HAKONE MARU ... Monday, 15th Nov.
TAJIMA MARU ... Friday, 19th Nov.
LYONS MARU ... Monday, 22nd Nov.
SUWA MARU ... Monday, 29th Nov.
For further information apply to—NIPPON YUSEN KAISHA, Tel. Central Nos. 292, (private exchanges to all Depts.)

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 a.m. { Sunday
Sailings from Canton: Daily, at 8 a.m. { No Sailings.

ADDITIONAL SAILINGS.

Saturday 13th Instant s.s. "TAISHAN" will leave for Canton at 3 A.M. and from Canton at 2 P.M. same day.

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SUNDAY EXCURSION.

On Sunday 14th Instant s.s. "KINSHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.

Above sailings are subjected to weather conditions, and intending passengers are requested to communicate with the office, whenever any of the typhoon signals are hoisted.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "WRAY CASTLE" Sails on or about 19th November.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI VENICE OR TRIESTE

"A" Class
\$72. 10. 0d.

"B" Class
\$68. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "VENEZIA" Sails on or about 9th December.
M.V. "ROMOLO" Sails on or about 6th Jan. 1927.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "ESQUILINO" Sails on or about 10th December.
S.S. "VENEZIA" Sails on or about 7th Jan. 1927.
M.V. "ROMOLO" Sails on or about 4th Feb. 1927.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMZUMBI" Sails from Calcutta End of Dec.
S.S. "UMSINGA" Sails from Calcutta 21st Jan. 1927.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD.

Telephone Central 1030.

Agents.



SERVICES CONTRACTUELS.

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at H'g. and Sailing for S'hai & Japan	Prob. Sailing from H'kong for M'les.
CHAMBORD			23rd Nov.
BATIL LECAT			7th Dec.
G. METZINGER	24th Nov.		21st Dec.
AMAZONE	8th Dec.	4th Jan. 1927.	
ANGERS	19th Nov.	22nd Dec.	18th Jan. 1927.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A Class (1st Class \$99.0.0) B Class 1st Class \$85.0.0
Steamers (2nd Class \$70.0.0) Steamers 2nd Class \$61.0.0

Through Tickets to London and Landing Towns of Europe

Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BOATS)

S.S. "Dr. P. BENOIT" from Dunkirk, L'don, Havre is due to arrive about 22nd December.

For full particulars apply to

Messageries Maritimes Co.

Phone: Central 740

3, Queen's Building.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENTARA	17th November.	CARMARTHENSHIRE	30th Nov.
CARNARVONSHIRE	27th Nov.	L'don, R'dam & H'burg via Oran.	
GLENSHIEL	9th December.	GLENTARA	29th December
PEMBROKESHIRE	26th Dec.	L'don, R'dam & H'burg via Oran.	
GLENIFFER	6th January.	GLENSHIEL	26th January
GLENOGLE	20th January.	L'don, R'dam & H'burg via Oran.	

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.

Telephone: Central No. 215, sub-ox. 23 and 3696.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Kilmer & Suckale S. S. Co., Ltd.)

Bullage from Hongkong.

S.S. "NINGCHOW"	via Suez Canal 19th Nov.
S.S. "CITY OF CAIRO"	via Suez Canal 3rd Dec.
S.S. "YANGTZE"	via Suez Canal 17th Dec.
S.S. "COLORADO"	via Suez Canal 31st Dec.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG, HONGKONG & CANTON JARDINE MATHESON & Co. Ltd., CANTON.

TO EUROPE

Arrangements and bookings made on all SUEZ LINES.—Complete information on tours through Java, Malay States, India, Egypt, etc.

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OVER TWENTY YEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong, places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique, Copper, and Oxidized Silver.

Polished and Lacquered Brassware.

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Electrical Engineers,

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Hongkong.

"PEONY" EVAPORATED MILK

For Every Cream Need.

Ask for it at your dealer's.

CONSIGNEE NOTICES.

OCEAN STEAM SHIP CO., LTD.

and

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer,

"HECTOR"

From UNITED KINGDOM via

SINGAPORE

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 11th Nov.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays, and Fridays, between the hours of 10.30 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 17th November will be subject to port.

All Claims against the Steamer must be presented to the undersigned on or before the 1st Dec. or they will not be recognized.

No Fire Insurance will be effected.

J. BUTTERFIELD & SWIRE,

Agents.

Hongkong, 10th November 1926.

SERVICE CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"PAUL LECAT"

Consignees of Cargo from MARSEILLES & also cargo from Bordeaux and Lisbon ex s.s. "Villes de Verdun" and cargo from Havre ex s.s. "Jean Doublet".

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hong Kowloon Wharf and Godown Co. Ltd. Kowloon whence they may be obtained immediately after landing.

Optional Cargo will be forwarded no unless intimation is received from the Consignees before 5.00 p.m. today requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Monday the 15th Instant at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the Thursday the 18th inst. or they will not be recognized.

All damaged packages will be examined on Monday the 16th Instant at 10.00 a.m. by Messrs. Godard and Douglas.

No Fire Insurance has been effected.

J. LIMAGE

Hongkong, 9th November, 1926.

LLOYD TRIESTINO NAVIGATION COMPANY.

From TRIESTE, VENICE,

BRINDISI, PORT SAID, MASSAUA,

ADEN, KARACHI, COLOMBO,

PENANG and SINGAPORE.

The Steamship,

"ESQUILINO"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 7th Instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent. All claims against the vessel must be presented to the undersigned on or before the 23rd inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 10 a.m. by our surveyors Messrs. Godard and Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, November 8, 1926.



HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL;
KALEE HOTEL: MAJESTIC HOTEL.

Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.

LIMITED.

In association with the Grand Hotel
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KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIGHTS AND LIGHTING;
TELEPHONE ON EACH FLOOR.

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Premier Hotel in Kowloon

RATES:- Daily \$5.00 Upwards
Monthly \$120.00 do

MODERN TOILET SYSTEM

Elevator and Telephones to each floor.

SALOON, BAR & BUFFET.

Manager's personal attention.

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Wm. Harold Perry,

Tel. Address "KOWLOTEL" Hongkong

Manager.

Tel. Address: GLENEALY HOTEL. Telephone C. 889.
(Near Dairy Farm).
A first class Residential and Tourist Hotel. Splendidly situated with
in easy walking distance of all business centres. Large airy rooms. Hot
and Cold water. Excellent Cuisine under the personal supervision of the
Proprietress. Monthly and family rates at moderate terms.
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Proprietress.

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Tel. Kowloon No. 3. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans through-
out. Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

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"EUROPE"
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After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

MODERN METHODS

Our business is conducted on strict business methods,
and we take every possible step to ensure that your
orders are reliably fulfilled.

We employ English speaking assistants who will pay
the utmost attention to your instructions, whether
telephoned, given personally, or written.

Lowest Prices for Best Goods.

KWONG LEE STORE

ADDRESS:—No. 5 Queen Victoria Street.

(Eastern side of Central Market)

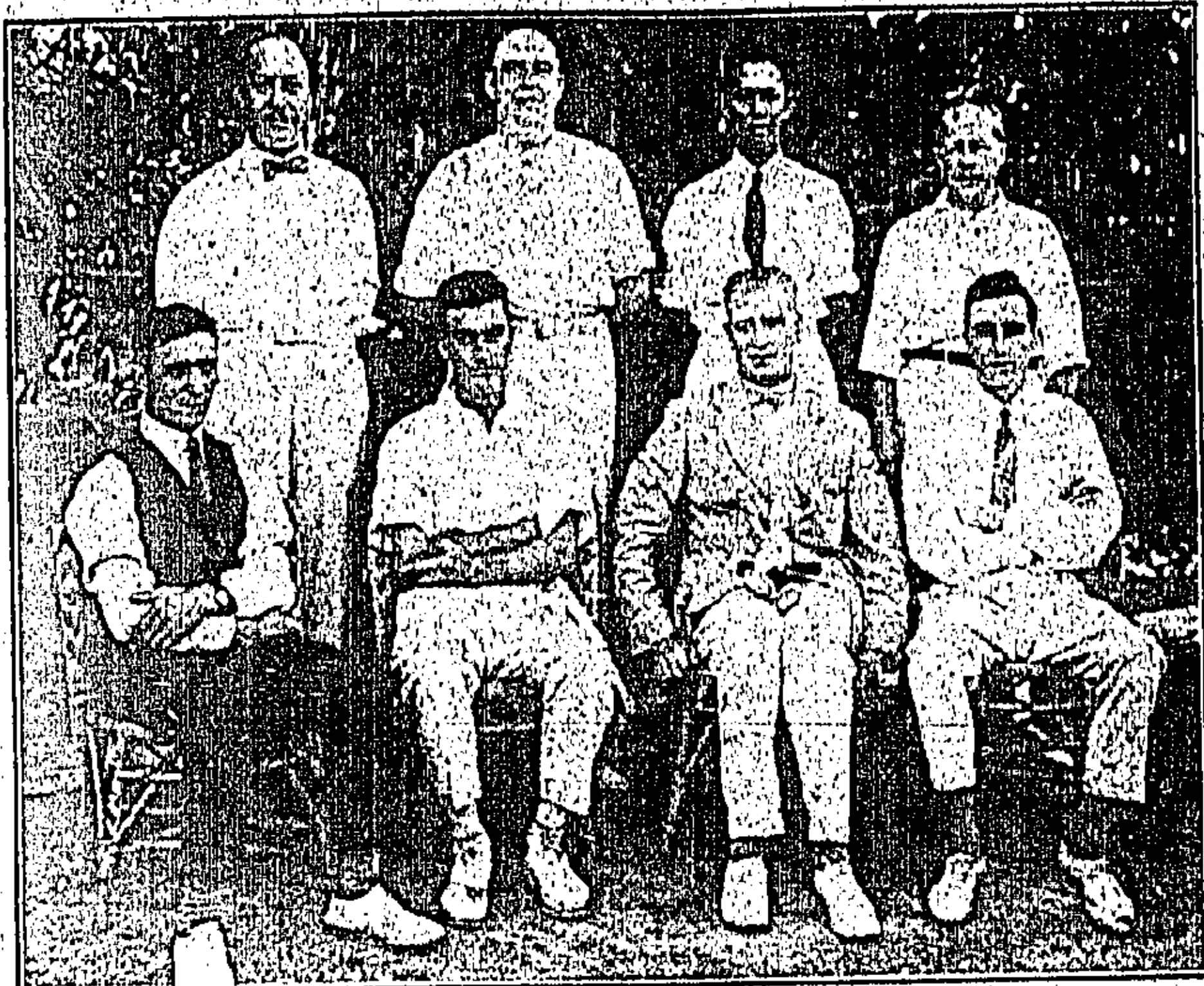
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TEL. C. 798.

Take her to the Pictures!

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

SPEY CUP LAWN BOWLS FINAL.



Playing in the final of the Spey Cup, Craigenower beat the Civil Service last Sunday by 15 points. The teams are shown above. They are:—Craigenower, C. M. Alves, R. Baza, U. M. Omar and B. W. Bradbury; Civil Service, A. H. Oswick, A. Booker, J. Gregory and J. W. Deakin. (Photo: Mee Cheung).

"UNCLE JOE" CANNON
PASSES AWAY.

GRAND OLD MAN OF U.S.
POLITICS.

A FIGHTING CAREER.

New York, Nov. 12.

A message from Danville, Illinois, announces the death of the veteran politician, Mr. Joseph Gurney Cannon.—*Reuter's American Service.*

"Uncle Joe" Cannon has passed on at the great age of 90 years. Joseph Gurney Cannon was easily the greatest American politician of his day and his generation. And that day and his generation covered sixty-two years of political activity.

He was known as the "Czar" and "Iron Duke" of American politics; and was a Republican, first, last and all the time.

Cannon's Republicanism was born with the Republican Party. He was one of the first members of the party of Lincoln. He was elected to his first public office in 1860, as prosecuting attorney in Danville, Illinois. Lincoln ran for President at the head of the same ticket.

When one reflects that Cannon was a contemporary of Lincoln, Grant, Cleveland, Roosevelt, Wilson and Harding one has some idea of the scope of his political activity.

Cannon's history was the record of the political life of the union since before the Civil War. He was born May 7, 1836, at Guilford Court House, N. C., of Irish-Quaker stock. The family was very poor. Four years later the family moved to Indiana by wagon train. At 14, young Cannon had to go out and help the family. He did it as a store clerk. His schooling was meager. He saved and studied law. When 22 Cannon moved to Danville, Illinois, where he lived continuously until his death, except during sessions in Washington.

A bright young lawyer, he was elected prosecuting attorney and made a record by fighting "Copperheads" during the war. In 1862 he married Mary P. Reed of Canfield, Ohio. Two daughters were born of the union.

Joseph Cannon was first elected to Congress in 1872. He served continuously there, with the exception of two terms, for half a century.

Cannon was Speaker of the House of Representatives from 1903 until 1912. In those years he received and earned the title of "Czar of the House." Under the old Reed Rules the Speaker was "The House," and Cannon made it stick until the famous revolution marked the fall of the old autocracy.

Cannon was, of course, delegate to many national conventions. He was "mentioned" for the Presidency in nearly every convention for thirty years, but never came closer than in 1908.

In 1923 Uncle Joe voluntarily laid down the burden which had grown too heavy for him.

By his death there passes away an American political fighter of the old pioneer school—perhaps the last.

ANOTHER DARING
PIRACY.

(Continued From Page 1.)

through the head and body, he remains being thrown overboard. The pirates then apparently rushed the bridge, and, taking the officers by surprise, forced them to keep the ship going, at the point of the revolver. The course was set to Bias Bay, where they arrived at about 1.30 p.m. yesterday. When the ship was close in-shore, shots were fired and whistles blown, whereupon a number of small boats and sampans put off from the shore, for the ship. Each boat contained about thirteen occupants.

The pirates then proceeded to rob the passengers of such money or valuables as had not previously been taken. There were over two hundred native passengers on board, and they were dispossessed of money, jewellery and clothing.

MR. BEALE'S LOSSES.

Mr. Beale said he was molested most by the more villainous members of the gang, one after another coming in and looting his belongings again and again. The leaders made some effort to stop this, but failed. One of the younger members of the gang actually cut one of the pockets out of a pair of Mr. Beale's trousers within which there was some money, and revolvers were being continually pointed at him, some of them in the hands of inexperienced men and boys. The pirates stole Mr. Beale's clothes, shoes, hats, money, a pocket book and numerous other articles, and he estimates his total loss to the value of about \$400.

The pirates left the ship about three o'clock yesterday afternoon, after which the pirated vessel proceeded to Hongkong.

As far as Mr. Beale could say, no-one was killed with the exception of the Annamite guard, and there was no kidnapping.

Bombay millowners are considering the question of putting the mills on short time, in view of the unsatisfactory outlook in the textile industry. At present no general agreement has been reached, but individual mills may take action in the near future.

Her air cushion, India-rubber water bottle and railway rug are bequeathed to nephews under the will of Miss Alice Matilda Smith (80), of Fern-terrace, Southborough, Kent, who left £5,351. A relative stated that Miss Smith gave the air-cushion to a nephew sometime ago.

Great Britain, the United States, France, New Zealand, Fiji, the Solomon Islands, Papua, New Guinea, the Straits Settlements, and the League of Nations will be represented at the Pacific Health Conference organised by the Australian Government which will open in Melbourne on December 15.

A large fox which appeared in a street at Cheriton, near Shorncliffe Camp, was chased, and took refuge in the saloon bar at the Victoria Hotel. It was there captured by two officers of the 11th Hussars, who took it away in a sack in the hope that it would be useful at the forthcoming meet of the Shorncliffe Drag Hunt.

KOWLOON PLAY-
GROUND.

NEW REGULATIONS ISSUED.

The Governor-in-Council has made the following regulations in regard to the Children's Playground at Kowloon:

In these regulations, unless a contrary intention appears, "playground" includes all buildings, fences and other erections belonging to or used with the playground.

No unauthorised person shall post or exhibit any notice in the playground.

No person, unless authorised by Botanical and Forestry Department, shall enter any portion of the playground as to which a subsisting notice is or may be exhibited to the effect that the same is closed by order of such Superintendent.

No person carrying a load shall enter the playground unless specially authorised.

No person shall enter or be in the playground unless properly clothed.

No person shall take into or have with him in the playground any dog which is not on leash.

All persons using the playground shall conduct themselves in a quiet, decent and orderly manner.

No person shall put his feet on any seat in the playground nor shall any person lie upon any seat or in any building therein.

No person shall cut, mark, deface or injure any of the playground property.

No male person over 13 years of age shall use any swing, spring-board or other appliance erected in the playground for the use and amusement of children.

ELECTRICITY BILL.

PASSED THROUGH COMMONS.

London, Nov. 12.

The House of Commons has agreed to the third reading of the Electricity Bill.

The Attorney General in winding up the debate emphasised the importance of the main principles of the Bill; first, the standardisation of frequency; and second, interconnection from the viewpoint of efficiency and cheapness of supply.

A Labour amendment for rejection, on the ground that the measure perpetuated the existence of private ownership was rejected by 201 votes to 70.—*Reuter.*

While attempting to save the life of a seaman, who had been swept from the boat in which he was going ashore at Pineto, Corsica, after his ship had anchored, the commanding officer of the French Torpedo-boat 349 was drowned. The second-in-command, in hopes of rescuing both men, weighed anchor, but the propeller fouled on a rope, and the torpedo-boat could not be manoeuvred, and went ashore.

Two British cruisers, the Dauntless and Danube, belonging to the Mediterranean squadron, passed through the Bosphorus en route for Bulgarian and Rumanian ports in the Black Sea, and remained for a short period.

Entertainments.

LON CHANEY

In

THE MONSTER

A Metro-Goldwyn

SUPER THRILLER

TODAY ONLY

TO-DAY ONLY

MARIE PREVOST

BOBBED HAIR

A snappy story of the follies
of flapperdom in 1926
5.15 to 8.45 continuous and at 9.20 p.m.

THE STAR

WORLD

TODAY ONLY at 5.15 & 9.15 P.M.

MARY PHILBIN

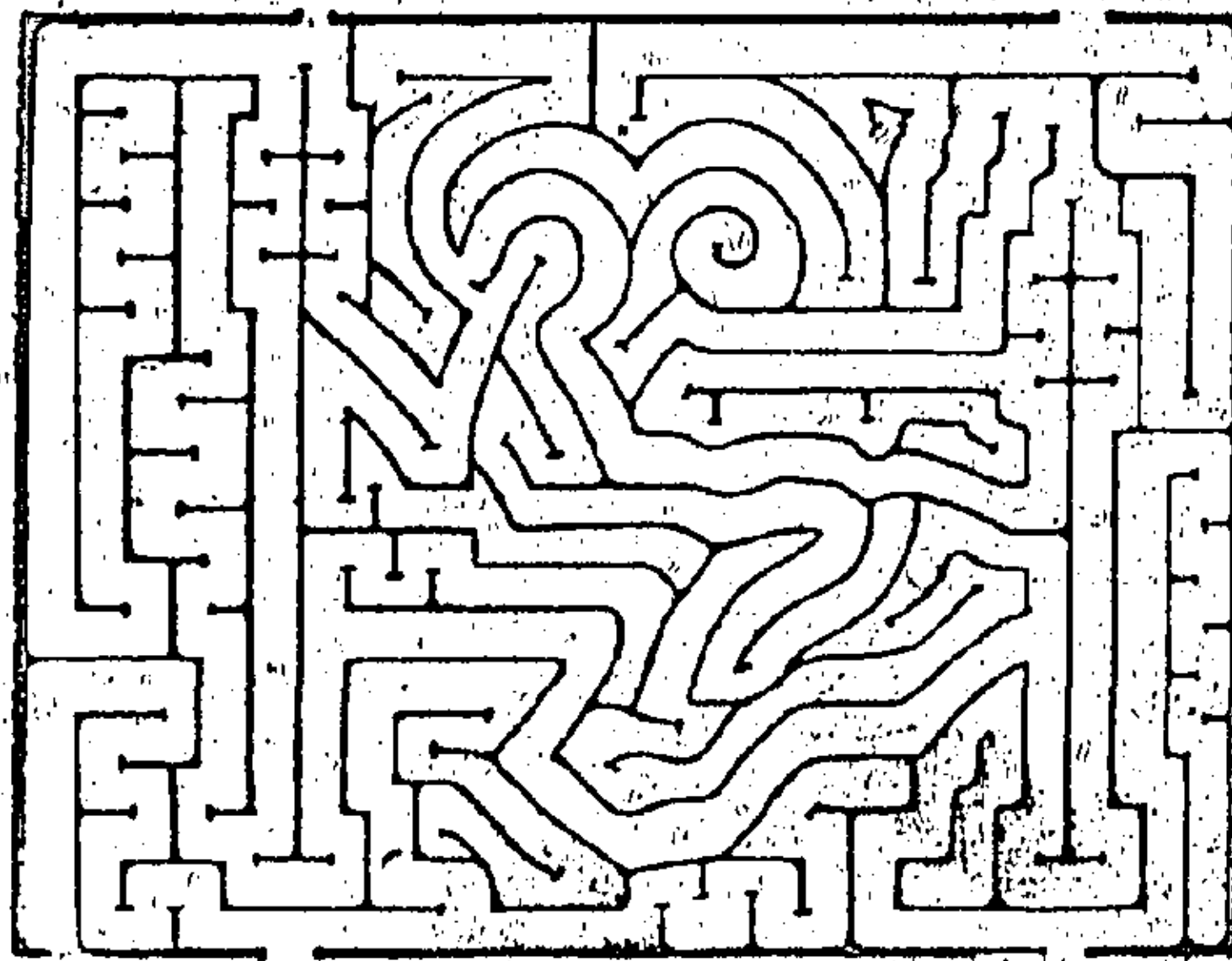
IN

STELLA MARIS

William J. Locke's famous novel magnificently filmed by Universal with Mary Philbin in the double role of kitchen drudge and society beauty. The most marvelous make-up ever worn by woman in pictures

THE MYSTIC MAZE

By WALTER B. GIBSON

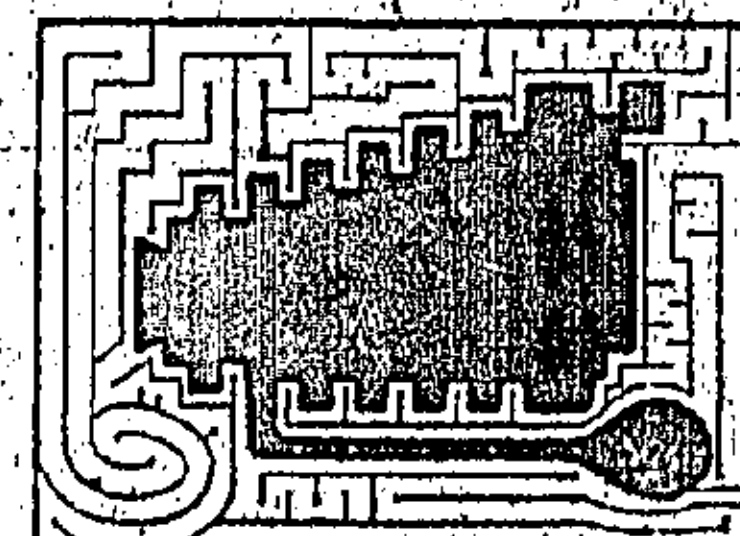


A picture in outline is hidden in this mystic maze.

When you have found it you can blacken it in and make a clear-cut silhouette.

How to find the picture: Take a pencil, start at one of the entrances and try to find your way through the maze and out again. Only one entrance is the right one and there is only one pathway through the maze that is not obstructed. When you have found the correct course it will form the outline of your picture. Trace over it heavily and fill it in.

Last Saturday's Picture—The Camera.



Noticing that their employees were discontented and irritable, a firm of photographic manufacturers suspected that it might be due to the influence of the red light used. The red light was replaced by a green light, and the result was immediate. The temper of the workpeople changed, and under the peaceful rays of the green light they have since been good-humoured and contented.

Professor F. Wood Jones, of Adelaide, has accepted a Rockefeller foundation research appointment which necessitates his early departure for Honolulu, where he will join the University of Hawaii to study racial problems in the Hawaiian Islands. Professor Jones was some years ago Demonstrator of Anatomy at London Hospital and at St. Thomas's.